EXCLUSIVE: Craig Breen

Hyundai WRC star tackles the readers' questions P14

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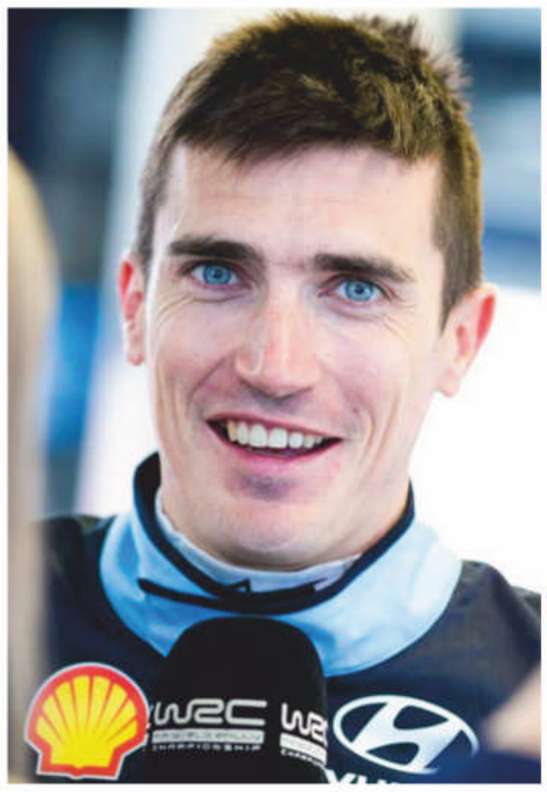

Northern Irishman seals a deal to remain with BMW and WSR for 2021

TURKINGTON: I'M GUNNING FOR MY FIFTH BTCC CROWN

Turkington (left) is aiming high again for 2021 season

By Matt James

Four-time British Touring Car Championship title winner Colin Turkington says he is desperate to avenge his 2020 defeat after confirming his return to the grid for a 14th season with WSR.

The BMW 330i M Sport driver, a 56-time race winner in the BTCC, lost out to Infiniti racer Ash Sutton in a final-day showdown at Brands Hatch last season. The Northern Irishman says a fresh deal with BMW and WSR and the lessons learned from 2020 will push him to new highs this term.

Turkington said: "We will take the positives from the defeat. You learn more when you are beaten. It has highlighted the areas that we can improve on into 2021 and I am certain that I will be coming out even stronger and we will have a better package all round."

Turkington also has his sights on a record-breaking fifth BTCC crown, which would move him one clear of Andy Rouse.

Full story, P4 `Turkington feature, P20 WSR, P22

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WE SPEAK TO THE RACING CHAIRMAN

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Escort Mk1 front screen rubber	£24.92	£29.90
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Throttle pedal pad		£5.20	£6.24
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Shock absorber top caps	pair	£13.90	£16.68
Rear bumper side plugs, set of 4		£9.90	£11.88
Oil line bulkhead grommet		£5.10	£6.12
Brake servo rod bellows		£5.20	£6.24

PLEASE NOTE: All prices in Red are EXCLUSIVE OF VAT

COMMENT

Photo: mcklein-imagedatabase.com, Hyundai Motorsport. Mike Dixon, Jakob Ebrey

A sensational performance in Wales in 2011 opened people's eyes to Breen's talents

BREEN'S TIME TO BREAK THROUGH

Hands up, who remembers Egon Kaur? This would make a great pub quiz question. After a six-year gap in his World Rally Championship CV, he returned to top flight competition last year to finish 12th on his home event, Rally Estonia, in a Skoda Fabia R5 Evo. There is very little to shout about there, you might think.

But Kaur is also one of the men who made Craig Breen, who is the incumbent in the MN readers' question-and-answer seat this week. Breen went into Wales Rally GB in 2011 in with a shout of the WRC Academy title, but he was a seemingly impossible 20 points behind his rival. Surely the title was lost?

Not a bit of it: the WRC Academy, in those days, offered a bonus point for each stage win. So as well as the 25 on offer for a win, there were was also a potential bounty for the man who could set the pace. Breen won an incredible 14 stages, including the last five in a row, to outscore Kaur by precisely the 20 points he needed. Take into account the entire field were in similar Ford Fiestas: this wasn't anything to do with a mechanical advantage.

Breen's opponent might have finished second on the event in Wales, but the Irishman's second win of the season was enough for him to pull off one of motorsport's most unlikely title wins.

It is one that sticks in the memory bank, not only because it was outrageous but it also truly announced Breen on the big stage. He had shown that under the most intense pressure and scrutiny, he could keep it all together.

It is that determination and tenacity that has taken Breen to the top of the World Rally Championship and no-one has knocked harder on the door of a maiden win in recent seasons than the second-generation battler. After a spell at Citroen, Hyundai has given him a home to hopefully help him scale the rostrum with his selected outings during 2021.

Elsewhere in this issue, we speak to four-time BTCC champion Colin Turkington, who has confirmed that he will be back on the tin-top grid in 2021 for a 14th season with WSR. It is one of the longest-lasting alliances on the entry list and the Northern Irishman tells us on page 20 why it is a marriage that works for him. We also look at the 40-year history of the WSR team on page 22.

Our historics editor Paul Lawrence traces the history of Formula Atlantic, which first came to these shores 50 years ago. He tells the story of a category that plugged a fluid gap in the lower rungs of the single-seater ladder in the 1970s and a formula that unearthed a bevy of future stars.

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RACING NEWS

IN BRIEF

McLaren ready to go

McLaren has announced that it will launch its new Formula 1 challenger at the McLaren Technology Centre on February 15. The Mercedes Benz-powered MCL35M, which will be driven by Australian Daniel Ricciardo and Brit Lando Norris, will be revealed at 1900hrs and the launch will be broadcast live on Sky Sports F1.

F1 on the hour

Formula 1 bosses have confirmed that the majority of European grands prix will revert to a local start time of 1500hrs after recent experiments with a later start in an effort to boost TV audiences proved unsuccessful. Bahrain (1800hrs), Singapore (2000hrs) and Saudi Arabia (1900hrs) will all be prime time evening viewing in Europe. Canada, Japan and America will have 1400hrs starts, while it will be 1300hrs for Mexico.

Alpine's WEC line-up

Frenchmen Nicolas Lapierre and Matthieu Vaxiviere will join Brazilian Andre Negrao in the Alpine Endurance team for its maiden season in the top division of the World Endurance Championship. The team will field a single Alpine A480-Gibson in this year's competition. Gickenhaus, meanwhile, has added Richard Westbrook, Olivier Pla, Pepo Derani, Romain Dumas and Franck Mailleux to its driving strength, joining Ryan Briscoe and Gustavo Menezes.

FE will run on Valencia track

First segment of revamped Formula E calendar firmed up

Bosses of the Formula E Championship have nailed down the first six meetings of 2021 in a revised schedule, while the remainder of the schedule will be determined in early March.

The tweaked roster will include a permanent track, Valencia in Spain, for the first time since the category was created in 2014. Valencia has been the location for Formula E's traditional pre-season tests. FE will kick off in Saudi Arabia in February, before visiting Italy, Spain, Monaco, Morocco and Chile.

FE chief championship officer Alberto Longo said: "We continue to work on the last set of races and ensure our first season as an FIA World Championship lives up to our own expectations and those of our fans."

Series chiefs have said that they would like to complete a 15-race calendar, and they were optimistic that fans would be able to return but decisions would be made in the build-up to each of the events taking into account any regional protocols.

CALENDAR

Formula E, part one

DATE	VENUE
Feb 26-27	Diriyah, Saudi Arabia*
April 10	Rome, Italy
April 24	Valencia, Spain
May 8	Monaco, Monte Carlo
May 22	Marrakech, Morocco
June 5-6	Santiago, Chile*
* = double header	

BMW man will chase a fifth BTCC crown

Photos: Motorsport Images, Jakob Ebrey

Turkington: WSR deal

TURKINGTON: I WILL BE EVEN STRONGER THIS SEASON

BTCC title winner wants a step forward as new BMW deal confirmed

By Matt James

British Touring Car Championship star Colin Turkington says it is a relief to be able to gun for his history-making title this season after confirming a deal to remain with the WSR team.

The 38-year-old will once again handle the rear-wheel-drive works-supported BMW 330i M Sport in the 30-race campaign. He is on the verge of breaking the all-time record for titles. He is currently equal with Andy Rouse on four crowns.

Turkington said that getting the deal to remain with WSR into 2021 was far from certain. The Portadown man explained: "It is great to get a deal sorted out. I think some people underestimate how hard it is to put these campaigns together, especially in these difficult days.

"I left Brands Hatch at the end of last year slightly nervous about being back on the grid so, needless to say, I am delighted. This will be my 14th year with WSR and coming back with BMW is also a special thing. I am very proud that we have had a relationship for that length of time, and it shows a lot of trust and loyalty from both sides. It is great that we can keep the story going."

Turkington lost out to Ash Sutton in the hunt for the 2020 title on the final day at Brands Hatch. He says the defeat has made him more determined than ever to bounce back.

A post-season test day has helped find some speed from the German car in mixed conditions, and Turkington says he will be on the front foot.

He added: "I do expect to be bringing a better and a stronger package to the table in 2021. It is the constant quest to be the best is the shared goal between WSR and myself."

WSR will have an expanded three entries into the British Touring Car Championship this season, and details of the other two drivers are expected to be revealed in the coming weeks.

Turkington feature, page 20

Sainz said his first Ferrrari run was a special feeling

SAINZ GETS FAMILIAR WITH FERRARI

New Ferrari driver Carlos Sainz says that he could not have had a better first test for the Scuderia after running at the squad's test track Fiorano last week.

The Spaniard drove a 2018-spec SF17H for two days to enable him to familiarise himself with his new environment.

"One of the most special moments for me today was when I arrived at the circuit and I saw the Ferrari with my number 55 on it. I was eager to jump in the car and that first installation lap was exciting," said the former McLaren racer.

"We were able to get through an extensive programme and I was able to familiarise myself with the whole set up: the engineers and mechanics, the steering wheel, the procedures which are obviously a bit different to those on the car I drove last season. I am very happy and could not have wished for a better start."

Alongside the team's other race driver Charles Leclerc and Ferrari-affiliated drivers Mick Schumacher, who will race for Haas this season, and Callum Ilott also sampled the Italian machines. Ferrari junior Marcus Armstrong also completed some running, as did Giuliano Alesi, the son of former Ferrari race winner Jean. Alesi Jr has now left the Ferrari Driver Academy.

Filipe Albuquerque, Ricky Taylor, Alexander Rossi and Helio Castroneves won the 24 Hours of Daytona on Sunday for the Wayne Taylor Racing team. The Acura crew finished just under five seconds clear of the Cadillac of Jimmie Johnson, Kamui Kobayashi, Simon Pagenaud and Mike Rockenfeller.

Ticktum lines up with Carlin for Formula 2

Formula 2 race winner Dan Ticktum has completed the Carlin line-up for this season's competition

The controversial Briton was 11th in the standings last season with the DAMS team, scoring four podiums including a win. He also missed out on a further victory at Monza when his car ran out of fuel after the chequered flag and officials were unable to gather the required fuel sample.

Ticktum tested with Carlin at the end of 2020. He said: "Carlin proved they had a race-winning car towards the end of last season and I really want to capitalise on that and mount a strong championship challenge from the start."

In other F2 news, Williams tester Roy Nissany has been confirmed with DAMS while Theo Pourchaire has secured a berth at ART Grand Prix.

Campos raced in F1 for the Minardi team

ALONSO'S TRIBUTE FOR MENTOR CAMPOS

Formula 1 World champion Fernando Alonso has led the tributes to former driver and team boss Adrian Campos, who has died aged 60.

Campos contested 17 grands prix for Minardi in 1986 and 1987 before switching to team management, and his team helped Alonso to the Euro Open by Nissan title in 1999. Campos also helped promote Alonso during his early career.

Alonso said: "[It's] one of the saddest days for the motorsports family. [He was a] driver and great promoter of this sport. Thank you for dreaming about Formula 1. Thank you for believing in young people."

Campos went on to race in sportscars and touring cars. As well as creating his own junior formula team, Campos was one of the driving forces behind the Hispania Racing Team, which joined the F1 grid in 2010. When the team was sold before it hit the circuits, he remained onboard as the executive vice president.

Photos: Jakob Ebrey, Elite Motorsport

RISING STAR PEARSON IN CHARITY APPEAL AFTER CANCER DIAGNOSIS

Youngster poised for British F4 sets up fundraiser for young people's cancer charity

Joel Pearson: fundraiser

Pearson was set for British F4

By Graham Keilloh

Prospective British Formula 4 racer Joel Pearson has appealed for charity donations after confirming he will miss the 2021 season following a bone cancer diagnosis.

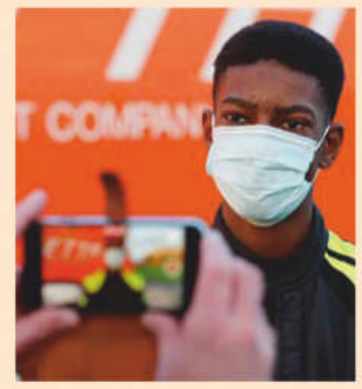
The 16-year-old signed to race in British F4 this season with Argenti Motorsport, graduating from Ginetta Juniors, and now wishes to raise awareness and donations for Teenage Cancer Trust. His fundraising page is at: justgiving.com/fundraising/joelpearson. As MN went to press almost £6000 had been raised.

Pearson tested with Argenti at Donington late last year and was set to complete the team's three-car 2021 line-up. "We really like him, all the boys like him," Argenti boss Michael Meadows told MN.

"As soon as he's ready we'll absolutely get him on the simulator, get him back out karting and building himself back up to get back in an F4 car, carrying on his trajectory. Hopefully it will be behind him in no time.

"He was very good on the simulator, worked hard at it, understood exactly what we were trying to convey. At Donington he was on the pace, feeling good, he was going to improve every time. [Teenage Cancer Trust has] been a big support to him and the family. It's great that Joel in this time can be thinking about others."

An official family statement said: "True to character, the Yorkshire-based racer still plans to return to the cockpit and continue his rise through the ranks. Pearson is going to be using his home sim, keeping fit and healthy with help from his trainer and management team."



Henry: in the picture

GINETTA SCHOLARSHIP WINNER HENRY TO FOX MOTORSPORT

Ginetta Scholarship winner Maurice Henry has joined multiple UK championship-winning outfit Fox Motorsport to make his circuit-racing debut this year in the Ginetta Junior championship.

Henry, 15, won Ginetta's 65-strong junior scholarship contest jointly with Robert de Haan last December and with it received a funded season in the category for 14 to 17-year-olds.

Karting and junior rallying graduate Henry joins Fox, which will run a two-car team with Henry alongside second-year driver Liam McNeilly.

Henry said: "I chose Fox because I've had a good relationship with both [team principal] Paul and Liam McNeilly since we raced against each other in karting. I know that if I fit in well with a team, I'll find it easier to extract the maximum performance.

"My ambition is to be a factory GT driver, so driving for a team like Fox, who have been successful at every level of motorsport they've contested, right up to international GTs, is ideal, as is being a part of the Ginetta ladder that has given opportunities to so many. The best way to start is to win the rookie title in Ginetta Juniors this year, and that's 100% my aim."

BILINSKI SWITCHES TO CARLIN FOR SECOND F4 CAMPAIGN

Roman Bilinski has the British Formula 4 championship crown in his sights after switching teams from Arden to multiple title-winning Carlin.

Bilinski driving for Arden in British F4 last year took three podium finishes and was eighth in the final standings, and is Carlin's second confirmed driver for 2021 after karting graduate Kai Askey.

Bilinski, 16, is also F4's second championship returnee for 2021 after Matias Zagazeta cemented an Argenti Motorsport drive having himself switched from Carlin.

Bilinksi said: "Last season gave me a lot of really valuable experience, and I'm looking forward to putting that together with the team to really unlock my potential. I know first-hand how competitive the championship can be, so I've got a busy winter ahead of me now to keep testing, keep learning and make sure we arrive at Thruxton in the best position possible."

Trevor Carlin added: "We've been very impressed with him so far in the couple of days' testing he's done in the car. Without doubt he has a lot of potential and will be a great asset to the team. [He] should be aiming for the championship title in 2021."

Bilinski moves from Arden for second British F4 crack

Bennett returns for second GT5 season with Elite

CHAMPION ELITE CONFIRMS FOUR-STRONG GINETTA GT5 LINE-UP

Reigning teams' champion Elite Motorsport has confirmed a four-car entry for 2021's Ginetta GT5 Challenge.

The multiple title-winning squad's quartet retains John Bennett and Karim Sekkat and they are joined by William Aspin and Harry Mangion.

Bennett, 17, returns for a second GT5 season after taking seventh in the standings in his 2020 car-racing debut.

Experienced Ginetta competitor Sekkat last year took five GT5 Challenge Am class podium finishes.

Aspin, 16, is set for his second full racing season; he graduates from Ginetta Juniors where he took seven top-10 finishes last year. While Mangion returns to Ginetta competition after a season away, having made his racing debut in GRDC in 2019 where he won the season-closing race.

Team principal Eddie Ives said: "John and Will have both been very fast in pre-season testing so I'm confident they will be fighting for overall wins. Karim finished runner-up in Am last year so the aim is to go one better. Harry is in the early days of his racing career and it's a big step up from GRDC but he coped well in initial tests."

COMPACT CUP GETS BRITISH GT DONINGTON SLOT

The British Racing and Sports Car Club's BMW Compact Cup championship has secured a slot supporting British GT's recently rescheduled Donington Park season-closer on October 16-17.

This new Compact Cup meeting replaces the cancelled March Oulton Park event *(see MN, January 28)*, and ensures a full 16-round season. The meeting will also be the Compact Cup's season-closer and, to add spice to the finale, after the 15-minute race on the Saturday, Sunday's season-closing race gets an extended 30-minute format.

The BRSCC's National Formula Ford 1600 championship and James Beckett's Heritage Formula Ford championship have also been confirmed for British GT support slots in 2021.

BRSCC chief operating officer Paul McErlean said: "We are delighted to be able to place the BMW Compact Cup championship with British GT for this meeting, and we're sure everyone involved with the championship will enjoy it greatly!"

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RACING NEWS

Photos: Tom Irvin, Graham Holbon, Power Images, W Series

M240i safety car was stolen

X5 medical car was also taken

CADWELL PARK THANKS COMMUNITY FOR SUPPORT AFTER CAR THEFT

Police appeal for information after vehicles and equipment were stolen from circuit

By Graham Keilloh

Staff at Cadwell Park have expressed thanks to the motorsport community for its support after the track's safety car, medical vehicle and other equipment were stolen from the venue.

Lincolnshire Police is investigating and appealing for information after the two BMWs – an M240i and an X5 – plus maintenance equipment were taken at 0015hrs on Tuesday January 26. The circuit office was also ransacked and IT systems damaged.

"We face a challenging situation right now [amid lockdown] and this is the last thing that we needed," circuit manager Paul Woodford told Motorsport News.

"They took a few things and did a bit of damage which is the worst part; having the disruption and having to fix things and repair things and decide what's gone is tough.

"One thing that it was good for reminding us [is] something like this effects the community that we're part of, and that's been very clear. At a difficult time for myself and the whole team to see that support reminds us that we are part of this community.

"[We want to] pass on our thanks to everyone for getting behind it, we're looking forward to seeing everybody when we finally get things going."

Those with information can call 101 or email force.control@lincs.pnn.police.uk using the reference 5 of January 26 2021, or contact independent charity Crimestoppers on 0800 555 111 or crimestoppers-uk.org.

Defending champion Clark leads impressive roster

CHAMPIONS LEAD "BEST EVER" LEGENDS LINE-UP

The Legends Cars National championship is set for its "best ever" season after champions and frontrunners were confirmed as part of 2021's anticipated capacity grid of over 30 cars.

The line-up's first 10 drivers have been announced, and is led by reigning champion Daniel Clark who again races alongside wife Elby, the championship's sole female racer.

They will compete against 2019 title-winner Miles Rudman and the returning '19 runner-up Sean Smith. The 2018 runner-up Steve Whitelegg and frontrunner Will Gibson are also confirmed to race this year. Nick Bridgeman, Nathan Anthony, Rickie Leggatt and Bill Read complete the 10.

Championship owner Phil Cooper said: "What a list of names it is! We're still planning for the full 54-race schedule and we very much expect this season to be one of the very best ever, perhaps the best in Legends Cars history. We're on course to enjoy a capacity grid, and will confirm more drivers very soon."

SCOTTISH LEGENDS CONTEST JOINS KMSC FOR FIRST TIME

The Scottish Legends Cars championship will in 2021 for the first time join the Knockhill Motor Sports Club schedule full-time rather than run with the Scottish Motor Racing Club.

From its inception Legends has run at SMRC events, though ran with KMSC in 2020 as an interim measure. It has now joined KMSC formally, with events in 2021 on May 16, June 19-20, July 24-25 and September 19.

The National and Irish Legends championships visit the Fife track on May 29-30.

A joint SMRC and KMSC statement said: "This change leaves an opening for some new content within SMRC race meetings and we are pleased to be working with the club on some exciting new plans to help grow and benefit the whole Scottish motor racing community further.

"It is hoped that [Legends'] interest and numbers will grow during '21 to get back to the glory days of large grids with hard-fought bumper-to-bumper racing."

Scottish Legends category switches to KMSC line-up

Farrelly aiming for victory

SPORT SPECIALS CHAMPION FARRELLY IN MA7DA TMC MOVE

The 750 Motor Club Sport Specials class champion Martin Farrelly is aiming for wins after confirming he will race in 2021's Ma7da championship with TMC Race Engineering.

Farrelly competed in the Toyota MR2 championship before moving to Sport Specials in 2017 when he topped Class B and finished third overall in the table driving a Rogue Xenon.

Farrelly said: "The Ma7da championship provides a fun and challenging race series with the cars being rear-wheel drive, lightweight and powerful enough to provide a good adrenaline rush. Not only will I have a car capable of winning, but I'll also receive the support, car set-up and coaching that will enable me to make the best of it."

TMC Race Engineering boss Matt Cherrington added: "He has made it clear he wants to enjoy himself and be as competitive as possible at the front of the field, which basically sums up my outlook on going racing! With Josh Platts we're putting out two strong drivers."

IN BRIEF

Scotland delay

The Scottish Motor Racing Club is the latest to postpone its season start amid Covid-related uncertainty. Its season-opening Knockhill April 4 and Cadwell Park May 2 meetings are rearranged for later in the year, meaning its itinerary now opens at Knockhill on June 6. The revised schedule contains six rounds not seven after its planned visit to Oulton Park in Cheshire was lost to the revised British GT calendar.

Kevin Mills recruit

Karting graduate and Motorsport UK Academy driver Lucas Romanek will compete in the 2021 National Formula Ford 1600 championship with champion team Kevin Mills Racing. Romanek completed the squad's young driver training programme, plus had testing mileage in the car, and will make his car-racing debut this season. Kevin Mills took the 2020 National title with Neil Maclennan driving.

Young karters sought

Motorsport UK is seeking the best of the country's karters aged 12 to 14 to represent the UK in 2021's FIA Karting Academy Trophy – a prestigious international championship wherein the world's best young karters compete for their country on equal terms in randomly assigned karts. Applications close tomorrow (Friday, February 5). Last year Theo Micouris finished as championship runner-up for the UK.

Show returns

Autosport International is set to return next year on January 13-16, at its usual Birmingham National Exhibition Centre venue. It will follow its established format with two trade-only days followed by two days open to the public. This year's event was called off due to Covid though a digital networking event called Autosport Connect takes place on March 10-11.

Chadwick's support

Inaugural W Series champion Jamie Chadwick went 'back to school' last week to talk via video call to Harris Academy Battersea students about her career, marking the United Nations International Day of Education. Chadwick said: "It's so important to inspire the next generation regarding some of the biggest subjects in today's world like education, gender equality and climate change."

Chadwick: teaching

RALLY NEWS

Wydaeghe did well

NEUVILLE WILL CONTINUE WITH WYDAEGHE FOR AT LEAST ARCTIC RALLY

Thierry Neuville's partnership with stand-in co-driver Martijn Wydaeghe will continue on Arctic Rally Finland this month, the second round of the WRC.

Wydaeghe was an 11th-hour replacement for Nicolas Gilsoul, who couldn't agree a deal to continue his long-term alliance with Neuville and walked away from the Hyundai Motorsport line-up on the eve of the Monte Carlo Rally.

Despite the event's opening stage marking their first experience of working together in competitive conditions, the Belgian crew finished third overall.

"Martijn has done a good job and for at least for the next rally he will be in the car," said Neuville. "If he does the things I'm requesting, I'm sure he will be in the car for many more rallies. He has impressed me, he is always in control with the situation, I couldn't feel any nerves."

HOW OGIER MANAGED TO WIN THE 2021 RALLY MONTE CARLO

Pirelli's rally manager says tyre management skills gave World champion the edge

Photos: Toyota Gazoo Racing, Pirelli, Hyundai Motorsport, FIA, FIA ERC, M-Sport

By Graham Lister

Sebastien Ogier's ability to master Pirelli's new-for-2021 tyres faster than his rivals played a key role in his Monte Carlo Rally victory last month according to Pirelli's rally activity manager.

In an exclusive interview with Motorsport News, Terenzio Testoni (*right*) also explained how the champion was able to cover the final leg's four stages with the same four tyres because of the impeccable level of stud retention.

Each studded Pirelli Sottozero tyre contains 200 studs with a maximum protrusion of 2mm.

At the finish of the event, checks revealed none of the steel studs had been lost.

"All four Toyotas took four studded tyres and two spare studded tyres, which is not normal for Monte Carlo because you never put all the same to give you a second choice," Testoni explained. "But we knew the first stage was full of ice and the second stage had five kilometres of snow, so six studded tyres was right, because the grip was so low. But when they came back [after the final stage], I said to Ogier 'you didn't use the spares'. He said, 'Terenzio, come on, there is no stud missing.'"

Testoni explained how Pirelli "did a big step three years ago" with its studded-tyre production. Although its entire motorsport tyre range is manufactured in Turkey, Pirelli uses a company in Sweden to complete the process.

"The shape of the stud has to be strong but the glue and how you put [place] the stud is what makes the difference," said Testoni.

Testoni has worked on every Monte Carlo Rally since 1996 and said the grip on this year's event was as low as it had ever been. He believes Ogier's local knowledge and ability to understand the grip levels and how the Pirelli tyre would respond meant he had the beating of his factory Toyota team-mate Elfyn Evans.

"Evans was not the only driver who said they didn't have the feeling with the tyre," said Testoni. "There was a lot of ice but it was not consistent ice, the conditions were changing after the gravel crew so it was hard to know where you had the grip. Ogier won because he understood the tyre very quickly and is the best when the conditions are changing."

The Monte Carlo Rally was the first event of Pirelli's return as the WRC's sole tyre supplier, replacing Michelin which had provided the tyres since 2011.

Ogier looked after his studded tyres

MOTORSPORT IRELAND COMMITTED TO FIA RALLY STAR PROGRAMME

Rally Star regional winners get drives in a Rally3 Fiesta

Motorsport Ireland is actively investigating signing up to the FIA Rally Star initiative, which hands six continental final winners plus the best female driver the chance of a two-year Junior WRC effort from 2023.

The global governing body's talent search programme, which aims to find a future world rally champion, is encouraging the 146 national sporting authorities (ASNs) to organise national "mass detection" events consisting of a slalom and digital challenges for novice drivers aged between 17 and 26.

ASNs then enter their leading 15 drivers made up of the best eight from the digital event – WRC 9 on PC, PlayStation or Xbox – six from the slalom plus one wildcard in their respective continental final that is expected to take place from June until the end of the year.

The six continental final winners, and the winner of the female-only shootout, get a year of coaching and testing, plus a minimum of six national events in a Rally3 car in 2022, before a panel of judges selects four drivers for a fully funded Junior WRC effort in 2023, by which time the series is set to use the Fiesta Rally3 as standard.

At the end of 2023, the three best-performing drivers get a second Junior WRC season, when it is hoped one of them will challenge for the title and earn a Fiesta Rally2 prize drive on six WRC 3 events in 2025.

Art McCarrick, Motorsport Ireland's sport development officer, told MN: "Motorsport Ireland are actively investigating both the digital and slalom qualifiers for FIA Rally Star and are in contact with the FIA regarding both."

Because FIA Rally Star, which has secured extensive backing from the FIA Innovation Fund, is targeting drivers with no previous competition experience, it is understood Motorsport Ireland's involvement will be in parallel to its successful Motorsport Ireland Rally Academy programme, which funded Callum Devine's European championship season in 2020 plus Josh McErlean's step up to international level while assisting and training several others.

Motorsport UK has made no comment on its FIA Rally Star plans, but MN understands it is being looked at internally.

JUNIOR WRC 2021 CALENDAR REVEALED

The Junior WRC Championship's five-round calendar for 2021 has been confirmed with World category newcomer Croatia hosting the first event from April 22-25.

Portugal, Estonia, Belgium's Ypres Rally - another new WRC event - and the returning Rally Spain also appear on the schedule.

Drivers will once again use Pirelli-equipped Ford Fiesta Rally4s run centrally by M-Sport Poland.

The best four scores count with double points awarded on the Spanish finale from October 14-17 when an all-asphalt route, rather than a mixed-surface affair, is planned.

"All five rounds will require a different set of skills to master," said M-Sport Poland's Maciej Woda.

Best of five: Junior WRC

NEW ONE-MAKE CLIO SERIES IN ERC

European championship-winning co-driver Ross Whittock is helping to organise a new one-make series for the Renault Clio Rally5 based within the ERC.

Whittock works as a coordinator for Toksport WRT, the Turkish-owned outfit that oversaw his and Ingram's ERC success in 2019 and is now running Andreas Mikkelsen's combined ERC/WRC2 effort.

The Clio Trophy by Toksport WRT will cover five of the eight planned ERC rounds with 10 Clio Rally5s run under one roof on an arrive-and-drive basis for £74,000.

Round-by-round prize money and a three-event ERC prize drive in a Clio Rally4 in 2022 are on offer.

Clio Rally5 trophy to begin

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RALLY NEWS

NEW MINI CLASS FOR COUNTRYMANS ADDED TO BRITISH RALLYCROSS

Creators of the BMW Mini class in the British Rallycross Championship have unveiled a new controlled four-wheel-drive category for the popular machines.

The All4 Super Mini class for Mini R60 Countryman ALL4 Cooper S models will officially begin next year, but four cars are currently in build with at least two expected to be at the first round of the series at Lydden Hill in May.

The venture is being led by BMW Mini class founder Tony Bell and Martin Hawkes, who are both building cars. Bell's son David – a BMW Mini champion like Hawkes – is set to drive one.

The cars will use near-standard 1.6 turbo engines that deliver around 300 horsepower. A standard transmission will be accompanied by an uprated clutch and limited-slip differentials front and rear, along with uprated, controlled-specification multi-way adjustable suspension. Aesthetically the cars will look similar to Prodrive's WRC Mini, which was converted for rallycross in 2013 and then run by JRM in World Rallycross.

Series organisers are aiming for a £15,000 to £25,000 build-cost, intended to sit between the existing Mini category and the top-level Supercar class.

Countryman to BRX

MEEKE PUZZLED ON RALLY RETURN

On his first stage rally in almost a year, Kris Meeke and co-driver Seb Marshall endured a trying run on the recent Qatar International Rally.

Despite initially setting fastest time on the first stage in their Skoda Fabia R5, they were docked 25 seconds for clipping a cone which dropped them to fourth.

Two fastest times on the next three stages closed the British pair to within 10.3 seconds of eventual winner Nasser Al-Attiyah, but Meeke and Marshall's rally was over on the very next test when their Skoda caught a bump that ripped the front bumper off and ultimately the water pipe off the radiator too.

"Rallying here is different," said Meeke. "I took pleasure in trying to figure out the puzzle. Didn't work this time, but I'll be back to try again."

Photos: Hyundai Motorsport, FIA ERC, Extreme E, Andros Trophy

Ireland in the WRC is a no brainer says Craig Breen

Breen has competed at home in ERC but never WRC

BREEN: I'VE BEEN WAITING ALL MY CAREER TO HAVE A HOME WRC ROUND

Irishman is hopeful Rally NI can return to the WRC calendar "sooner rather than later"

By Graham Lister

Craig Breen is adamant that the postponed Rally Northern Ireland must happen in 2022 because of the demands that the roads have to offer and ensure the efforts of organiser Bobby Willis are properly recognised and rewarded.

Irishman Breen scored back-to-back wins on the Belfast-based Circuit of Ireland – the event Willis revived and ran successfully at Intercontinental Rally Challenge and European championship level – between 2012 and 2016. Breen's convinced that a World championship rally run from Northern Ireland's capital would be a strong addition to the WRC roster and hopes the funding can be found to make it happen.

He told Motorsport News that he was devastated when he learned Rally Northern Ireland wouldn't take place in 2021. "I was really looking forward to it," Breen said. "It was going to be a just reward for all of Bobby Willis's work and his team, the work that's gone in over the last couple of years.

"I'm obviously gutted that it hasn't come to fruition this time at least, [but] from what we understand they're still pushing on to try and get in for 2022. It's not just my own biased opinion that Ireland is great. People who have competed here over the years have seen what the roads have to offer so it's a no brainer really that there should be a rally there and I just hope that it can happen. I've been waiting all my career to get a chance to take part in a world championship rally at home."

Breen, who has secured a half-season campaign with the factory Hyundai team for 2021, is expected to make his first WRC start of the year on the Arctic Rally Finland later this month although stopped short of confirming the drive when quizzed by the Motorsport News readers.

For the full Breen Q&A, p14

Chip Ganassi Racing has signed a multi-year deal with car maker GMC for its Extreme E programme and will run bespoke bodywork on its single-make ODYSSEY 21 racer, inspired by GMC's HUMMER EV, the world's first all-electric supertruck. Kyle LeDuc and Sara Price have already been signed by the Ganassi squad to drive this year.

F1 CHAMP BUTTON WILL COMPETE IN EXTREME E WITH HIS OWN TEAM

Formula 1 world champion Jenson Button has set up his own team to compete in Extreme E this year, and he will also compete in the series.

JBXE is the 10th team to fully commit to the opening campaign for the all-electric off-road series, where Button will join fellow F1 champions Nico Rosberg and Lewis Hamilton as team owners.

Button said: "JBXE has been a long time coming and I'm both delighted and proud to announce its formation and entry into the inaugural Extreme E championship. I caught the off-road bug a few years back which led to me entering my own team in a few races including the Mint 400 and even the Baja 1000 and I absolutely loved it!

"It was around the same time I first heard about the plans for Extreme E which I've followed with great interest.

Button is excited for the new challenge in his career

They've created a product that will offer first-class racing and entertainment to the fans, but also serves to highlight the impact of climate change.

"Whilst we will of course compete to win on track, as a collective we will also work to maximise awareness whilst racing in places that have been damaged or affected by climate change over the years."

While Button will be the male driver in the squad's line-up, the female driver for the team is yet to be announced. The opening round of five takes place in Saudi Arabia in April.

Dubourg's title was the first for DA Racing's Renault Zoe

RENAULT MAN DUBOURG CLAIMS FIFTH ANDROS TROPHY

A trio of podiums in the Andros Trophy's final weekend triple-headed ensured rallycross and ice racing specialist Jean-Baptiste Dubourg claimed his fifth Andros title, and the first for the Renault-backed DA Racing's team's Zoe Ice machine.

Dubourg entered the final instalment of the campaign at Val Thorens with a comfortable points margin. Victory in the first two rounds secured the French driver the crown, before he finished second to compatriot Nathanael Berthon in the last race of the year. That victory aided Berthon's bid to finish as runner-up in the series as part of a hotly contested three-driver battle, but it was Aurelien Panis, the driver who ended Dubourg's consecutive run of titles last winter, who claimed second in the standings.

Rally legend Sebastien Loeb returned to the series with his own Sebastien Loeb Racing team but struggled and could only manage a best result of ninth in the opening race of the weekend. Former RX Academy driver Clementine Lhoste continued her form from the previous weekend in Lans-En-Vercors, by claiming victory in the second Val Thorens race. The Pussier Competition squad had a strong showing in the second-tier Elite category indeed, with Lhoste's team owner and mate Sylvian Pussier claiming the other two wins.

YATES STILL INTERESTED IN WORLD CHAMPIONSHIP

Covid-19 has halted a planned programme in the WRC, but not indefinitely

By Luke Barry

Rhys Yates is hoping to contest his first stage rally since August with an entry into Rally Isla Mallorca, but he hasn't given up on returning to the WRC.

Yates's WRC 2 campaign last year was curtailed by Covid-19, and the M-Sport supported driver was absent from the Monte Carlo Rally last month. The 28-year-old still holds ambitions to compete in the World championship but, due to the current global instability, he says it's difficult to commit to spending the money with such a high threat of event cancellations.

"Of course I'd like to have been on the Monte Carlo startline, I've done it the last two years [before this year]," Yates told MN. "Watching it back it did give me a warm feeling inside that I've been there and done it and had good stage times and good overall results, and that is such a hard event.

"I've had a few people asking why weren't we there," he added, "and I would like to be doing some WRC events but for us right now we've got to let Covid settle down before we start committing to something."

Next month's Rally Isla Mallorca runs between March 11-13, and would give Yates an opportunity to get back into the groove: "If the rally goes ahead, it will be nice to get out in the car. From my side, the past few events I've done I've felt mega in the car despite having limited seat time," he said.

Photos: M-Sport, Jakob Ebrey,

Yates missed 2021 Monte but was fourth in 2020

REVISED DATES FOR 2020-21 MNCRC

Following last week's news of a Cadwell Park double-header, Motorsport News Circuit Rally Championship organisers have released revised dates for the remainder of the season.

No round has been held since Frank Bird won the Dukeries Rally in early December. The new resumption point is March 7 at Anglesey, with later dates at Snetterton and Oulton Park yet to be confirmed. Brands Hatch will however not feature on the schedule

Championship co-ordinator Darren Spann said: "The health and safety of all involved will continue to be priority number one, with the championship running in line with government guidelines and current Motorsport UK advice."

REVISED REMAINING CALENDAR

2020-21 MNCRC

DATE	EVENT/VENUE
Mar 7	Lee Holland Rally (Anglesey)
Mar 21	Donington Rally (Donington Park)
Apr 3	Alan Healy Memorial Stages (Cadwell Park)
Apr 4	Cirrus Research Stages (Cadwell Park)
Apr 18	SMC Stages (Anglesey)
TBC	Snetterton Stages (Snetterton)
TBC	Neil Howard Stages (Oulton Park)

Tarmac champion Jennings is new to the R5 game

JENNINGS "VERY IMPRESSED" WITH NEWLY ACQUIRED FIESTA R5

Garry Jennings has revealed he has bought an ex-Dom Buckley RSC Ford Fiesta R5 and had planned to use it on Rally Northern Ireland before it was dropped from the WRC calendar.

Appearing on a Stage By Stage livestream alongside Alastair Fisher and Callum Devine, Jennings said: "We did a wee sneaky job there before Christmas and got my hands on one of Ali's old cars. It's a right-hand-drive one so our plan was to do a couple of rallies in right-hand drive and convert it to left-hand drive with a view to doing the World championship event because obviously you'd have to do that in left-hand drive. But then the whole thing went pear-shaped.

"I took the car up the road and I must say I was very impressed, I couldn't believe it," Jennings, who has stuck with a WRC car while rivals have switched to R5, added. "The stability, the brakes, the handling and even the power. Compared to my World car it just felt so good and I was looking forward to doing something."

Jennings still has plans for his Subaru Impreza S12B WRC however, and is looking at taking it to Barbados as it's one event his co-driver Rory Kennedy would love to do. "If Donegal's not going to run this year it's a chance to get her away overseas and to Barbados," Jennings said. "I'd love to take the family over for a fortnight so we're thinking about that at the minute."

PRYCE WEIGHING UP HIS 2021 OPTIONS

Osian Pryce has told Motorsport News he is in a state of flux about his 2021 rallying plans, saying he is at an impasse regarding sponsorship because of coronavirus.

Pryce said he has checked out potential budgets, even up to WRC level, but conversations with backers are tricky because he is struggling to get response from money men during the pandemic. He explained: "One minute I'm enthusiastic about it and think 'right let's try and get things done or see what we can do' and then the next day I'm like 'do you know what I'm just going to sit tight for a bit'," he added.

"The longer you are out of the car the harder it is to get back on the horse but if it gets to the point where Covid seems to be restricting sponsorship side of things I'm going to have to make a bit of a long-term decision then: do I just can it and take a couple of years out and then just do little events? What will be will be and we can't really control many of the variables."

Pryce had been hoping to compete on an event in the UAE but a travel ban from the UK stopped that in its tracks.

Pryce: Unsure on future

TWO MORE STAGE RALLIES LOST TO COVID-19

The West Cork Rally in southern Ireland and the Coast2Coast Rally in southern Scotland have both joined the list of cancelled 2021 rallies due to Covid-19.

West Cork – scheduled for March 20-21 – was cancelled just two days before it was meant to start last year and organisers confirmed its 2021 cancellation last week.

Cork Motor Club chairman, Paul Casey said: "We can't expect local residents to allow the roads to be closed during this dreadful pandemic which is claiming lives daily. Hopefully 2022 will facilitate the smooth and safe running of the rally."

The Coast2Coast's (May 7-8) axe was confirmed last week. The closed-road event was supposed to run for the first time in 2020, but it has now been shelved for a second time.

The West Cork Rally last ran two seasons ago

Advertising enquiries: 01233 228753

HISTORICS

DOWN THE PUB

SIMON HOLMESMITH

70s Road Sports racer
Age: 62 **Lives:** Sheffield

Holmsmith: enjoys Alfa

He's a long-time Alfa Romeo owner

"I've had an Alfa for a very long time and I've had this 2000 GTV for 34 years. It's a 1973 car and I had it as a road car originally but as is the way with all Alfas, it rusted. I had it on the road for about three-and-a-half years and it drove beautifully but the bodywork got worse and worse and it looked awful."

He raced in the Formula 750 class

"So, I took it off the road while I was living in London. I ended up taking it to bits in a lock-up and it stayed there for about 15 years. Originally I was going to rebuild it as a concours cars. Back in the day I used to race in Formula 750 with a DNC for several seasons. Way back, I rallied a Hillman Imp at one point, but that was an aberration. Then children came along and all the usual things and I stopped racing."

It finally got rebuilt

"I moved to Bristol and managed to get the Alfa, in bits, into a garage there and had a bit of false start on the restoration. Then I moved to Sheffield and had a proper garage and it took me about 10 years to rebuild the car. About halfway through I decided that polishing the car was not the thing, I needed to go and race again."

He races in 70s Road Sports contest

"So it changed from being a concours project to a race car. It needed lots of new steel, new everything, really! It's not the fastest Alfa in the world but I enjoy racing in 70s Road Sports. We do it as a gentlemanly sport or try to until the red mist comes down."

He loves his Alfa

"Before the Alfa, I rebuilt and drove an MGB as a fast road car. Then someone mentioned the engineering side of an Alfa. I had a look at a few and thought it was remarkable. Going from an MGB to an Alfa, the quality of engineering is just unbelievable. I know the electrics are not so good but the engineering was stunning. In comparison, the MGB was agricultural. The Alfa was a lot more refined. I'm an Alfa man through and through and will continue to be so."

Photos: Paul Lawrence

Former GT champ will join the Mini battlers

MIKE JORDAN TO TAKE ON MINI SE7EN OUTINGS THIS SEASON

British GT champion goes back to his racing roots with a pocket rocket

By Paul Lawrence

British Touring Car Championship race winner and British GT champion Mike Jordan will join the Mini Se7en grid in 2021 to partner his son Andrew who will race in the Mini Miglia Challenge.

Jordan will go right back to his racing roots in the 1000cc Mini, which was a New Year's present from his son. The 2013 BTCC champion Andrew has already won races in the more powerful Mini Miglias and was keen to get his dad racing at the same events.

Despite starting his racing career in a Classic Saloon Morris Minor, Jordan Sr has not properly raced a Mini in more than four decades. A single outing in their pre '66 Mini last year ended with a blown head gasket just after the start.

Jordan Sr said: "When my dad took me to Mallory Park for my first-ever race meeting when I was 13, three things stood out to me. I wanted to drive racing cars, Dave Brodie's Run Baby Run Escort was so cool and the Minis smelling of Castrol R were just the best racing. It's only taken me 50 years to get round to racing one! It will be a lot of fun for us both."

The pair of Minis will only do selected events due to commitments to the Jordan Racing Team's range of historic cars for customers.

"Andrew bought it for me as a surprise," said Mike. "He said he is fed up with me not doing much racing and always putting the customer work first. So this way, on non-clashing dates, we can both race with the Mini 7 Racing Club. I'm really chuffed!"

Jordan Jr: Miglia winner

HSCC TO MIX BRANDS LAYOUTS IN HISTORIC SUPERPRIX EVENT

The HSCC will double up with Brands layouts in July meeting

The Historic Sports Car Club will use both the Indy and Grand Prix circuits at Brands Hatch during an extended three-day Legends of Brands Super Prix, scheduled for July 9-11.

Friday's programme will take place on the Indy circuit before switching to the GP circuit for Saturday and Sunday. Friday features five test sessions for weekend competitors before six qualifying sessions and races.

Racing on Friday are Thundersports, Historic FF1600, Classic FF1600, Historic F3, Historic FF2000 and Champion of Brands FF1600. With the exception of the Champion of Brands, those classes switch to the GP circuit for another qualifying session and race on Saturday.

On the GP circuit on Saturday and Sunday will be races for other HSCC categories including the Aurora Trophy/ Geoff Lees Trophy and three races for the Historic Grand Prix Car Association.

Last week the 2020 Super Prix edition was announced as the 'Competitive Event of the Year' in the annual Royal Automobile Club Historic Awards.

New June date for Ypres Historic showdown

While the Ypres Rally Belgium has moved to August to become a round of the World Rally Championship, the Ypres Historic Rally will run on the event's traditional date of June 27.

The 28th edition of the Historic Rally will have a route covering three different special stages. The round of the Historic Belgian Championship will be organised separately from the WRC event (August 13-15).

"We have chosen to organise the Historic Rally on our traditional date," said Jan Huyghe of Club Superstage. "We are creating an additional event to support the local hospitality industry, and it will be an ideal warm-up for the WRC round."

MINIS TO PACK SILVERSTONE FOR CLASSIC BATTLE

A 60-strong field of pre '66 Mini Coopers will feature at the Silverstone Classic for the second time in three years when the 60th anniversary of the Cooper version of the Mini is celebrated.

The Mini Cooper was launched in September 1961 and was the catalyst for success in racing and rallying. The later Cooper S was introduced in 1964 and the pre '66 cars racing at Silverstone (July 30-August 1) will be prepared to period Cooper S specification.

The Mini races add to the already announced all-Jaguar E-type race to mark the 60th birthday of another British motoring icon.

The Mini races will be 20-minute contests on both Saturday and Sunday

The Mini pack will be back in action at Silverstone Classic

IN BRIEF

Bryan Harris

MN is sad to report the death of former leading co-driver Bryan Harris at the age of 81 after a short illness. In the 1960s and 1970s he was co-driver for a range of leading drivers including Henri Toivonen, Tony Fowkes and Willie Rutherford. His best result was third overall with Fowkes on the 1975 RAC Rally behind Timo Makinen and Roger Clark.

Mike Street

We were sorry to learn of the recent death of long-time 750MC racer Mike Street. He won the 1971 750 Formula title during a spell as a leading racer through the early 1970s when he competed against drivers such as David Newman and John Giles. Street was also runner-up in 1972 and '73 and started his motorsport in rallies and driving tests in an Austin Ruby.

Amon continuations

The newly-announced Amon Cup races for Ford GT40s will include FIA-compliant continuation cars built to 1965 specification. With the values of original cars continuing to climb, it is expected that a number of cars on the grid for the new Motor Racing Legends series will be continuation cars, including examples from Superformance and Gelscoe Motorsport.

Credit for GT and Sports

The GT and Sports Car Cup has been announced as the Race Series of the Year in the Royal Automobile Club Historic Awards. In its 14th season, the GT and Sports Car Cup delivered outstanding racing for fabulous grids of Pre '66 GT and Pre '63 Sports-Racing Cars. With a focus on original cars and high driving standards, the series provided great racing in a sporting and friendly environment.

Banham gets accolade

Peter and Betty-Ann Banham, known to many classic rally crews as part of the assistance crew on events, were presented with a lifetime achievement award during the Royal Automobile Club Historic Awards. From being competitors with an uncanny knack of keeping cars running, they grew into a key role in the support team on many long-distance rallies and have helped countless cars get to the end of events.

Generations on hold

Rally the Globe has postponed the inaugural Generations Rally for a year after plans to run the classic rally in the Lake District this March had to be abandoned due to the Covid pandemic. The event, for crews comprising two generations from a family, had drawn a capacity entry and will now run on March 25-27 in 2022.

Costin for sale

The rare Costin-Nathan Astra RNR2 raced by Roger Nathan in 1970 is for sale with a price tag of £130,000. Nathan retired from racing at the end of 1970 and the car was sold to a collection in France. More recently, the sports-racer has been raced in Classic Endurance Racing by Stephane Gutzwiller but is now for sale after a rebuild.

COLUMNIST

CALLUM BLACK

The 2017 Welsh Rally champion turned weatherman on the Monte

Williams was 10th in WRC 3

Monte is known for ice and snow

Getting out to Monte Carlo and doing route note crew for Tom Williams and Giorgia Ascalone alongside Keaton Williams was a cool way to start the year. Although I've done the job on WRC rounds for Rhys Yates before alongside Phil Pugh and learned a lot of from Phil's experience and Rhys's input, I'd never done it on Monte before and the Monte is another ball game altogether.

We had a meeting with Tom before the rally to go through everything and we made a system of what he wanted in terms of notes and the description of various conditions. When we then got to the event this made things a lot easier, as for example whenever the road had icy tracks that just translated as 'tracks.' Tom had originally wanted more description about the ice but ice is ice, if it's on the line it needs to go in and if it's on the outside of the corner you're in trouble if you're there anyway. We had three or four notes that we used for the majority of the time and it all seemed to work well.

It wasn't the most straightforward trip to get there, I was quite apprehensive before going to be honest. We had to get documentation from Motorsport UK to be able to travel and we had a covering letter from the clerk of the course from Automobile Club de Monaco to say we'd been approved to travel. And then obviously we had to have our Covid tests. They asked to see the test results before you got on the plane and then at customs they asked where you were going and what you'd been doing. When we got there, the French 1800hrs-0600hrs curfew made it a bit of a nightmare getting food and stuff like that, it was McDonalds or takeaway pizza for I think everyone in that service park.

It was a hell of an experience though, even if it was long, you had to be concentrated all the time and there were some very early starts – a lot of the time it was 0300hrs. Surprisingly I didn't actually have an issue getting up so early because I do love my bed! I think because we'd literally only had a few hours of sleep that helped as we wouldn't get to bed until late. We'd have a meeting every night and go through the pacenotes with Tom for the following day to give ourselves a heads up about what the roads and the conditions were like from the recce. If we knew it was icy on the recce and it's the same when we get there, we could relay that information back to Tom and he could then dive into his in-car video knowing the rally conditions wouldn't be too dissimilar to what he'd already seen.

It's not an easy job for route note crews, as Thierry Neuville's man Bruno Thiry – himself a former WRC driver – proved when he went straight on into a snow bank on a road section! You do see some faces when you're doing it. We followed Gwyndaf Evans into one and were also behind Juho Hanninen at a point too. It was interesting to see how they approached it. Gwyndaf was searching for the grip constantly, he was always trying different lines and going up banks to see if that could generate a bit more grip. We had winter tyres on our Audi while a lot of the bigger team like Toyotas went in on studs. For me, with a stud you might not get a true understanding of the absolute grip levels of the road as the tyre has more bite. However for the final stage you needed either studs or a snow-chain otherwise you weren't allowed in – that's how treacherous it was!

Black ice: Callum's job was to spot the icy parts

Aside from a puncture on the road section before heading into Saturday's final test, it went smoothly for Keaton and I. It was good practice for both of our rallying careers as it was almost like doing a recce for ourselves, except we looked at it from a safety point-of-view and what could be a threat to Tom and Giorgia rather than with an attacking mindset: where could we push and find time? We had a photocopy of Tom's pacenotes and were also confirming there weren't any issues in his notes from the recce as well as adjusting them in accordance with the weather and the conditions.

My partner in crime Keaton was phenomenal too, I certainly wouldn't hesitate to take him on a rally with me. He was absolutely on it with all the organisation, all the bulletins and we had a good laugh. This was his first-ever time doing route note crew and he did it superbly. I really think he's got a big future ahead of him and wouldn't be surprised to see him in WRC 2 in the near future.

"I'd done route notes before, but Monte is another ball game!"

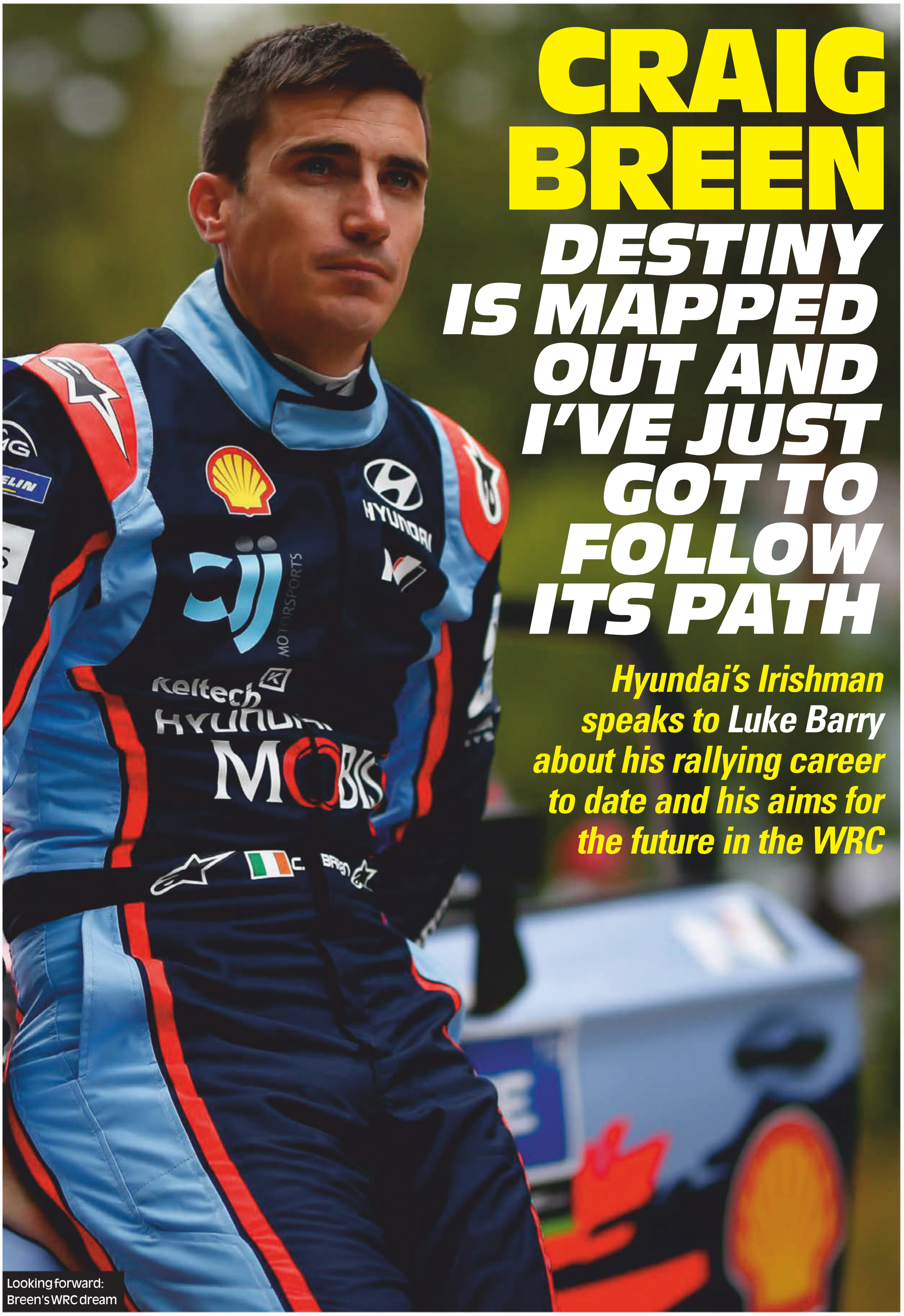
Advertising enquiries: 01233 228753

FEATURE

CRAIG BREEN

DESTINY IS MAPPED OUT AND I'VE JUST GOT TO FOLLOW ITS PATH

Hyundai's Irishman speaks to Luke Barry about his rallying career to date and his aims for the future in the WRC



Looking forward: Breen's WRC dream

There are few characters in world rallying more popular than Craig Breen. The Hyundai Motorsport driver has had his fair share of both ups and downs throughout his career thus far, but he always manages to emerge with an entertaining one-liner and a smile etched on his face.

Breen's passion for rallying is obvious, and should come as no surprise as the son of an Irish National rally champion. His career began in earnest as an 18-year-old, and Breen's rise onto the international scene was rapid. Winning the Ford Fiesta Sporting Trophy in 2009, the Waterford man progressed into a Fiesta S2000 for 2010 and earned himself a drive in the WRC Academy (now Junior WRC) which he won in epic fashion on the final stage.

He then switched back to a Fiesta S2000 and won the SWRC title (now WRC 2) in 2012 alongside a Intercontinental Rally Challenge programme in a Sainteloc Racing Peugeot. Tragically, Breen's co-driver Gareth Roberts was killed in an accident in Italy but, with the blessing of Roberts' family, Breen pressed on to see out their shared dream of winning the World Rally Championship.

Breen made it to the WRC in 2016 with Citroen and took an emphatic podium on his third start in Finland, but the difficult C3 WRC Breen was handed in 2017 and '18 stunted his career momentum. After being dropped by Citroen, he regrouped and won the Irish Tarmac title in 2019, impressing Hyundai enough for it to take him on as a part-time driver, sharing his seat with Dani Sordo. Now 31 years of age (as of Tuesday), Breen remains determined to achieve his dream and will pilot an i20 Coupe WRC on half of this year's WRC rounds.

He's had a shot at asking a question – posing one to David Llewellin *(MN, Aug 20)* – but now it was Breen's turn to be in the MN readers' questions. You put him to work, and here's what he had to say.

Question: What do you think has been the best drive of your career to date?
Greg McDonald
Via email
Craig Breen: "Probably Estonia [last year] to be fair. I would have said Finland in '16 in the DS3 up to that, considering how little experience we had. But I think what we did in Estonia was probably just representation of where our level was at for a couple of years but we just hadn't had all the stars aligned. Estonia was our best performance and we'd like to definitely have a performance similar or better to that in the upcoming season."
MN: Do you know why everything clicked to enable you to fight with Ott Tanak in his homeland?
CB: "It was just an opportunity because everybody else had been out of the car for so long as well, it wasn't just me. Because of Covid everybody was sat at home. OK, the guys managed to get in a couple of tests days here and there but, as regards competition, everybody was out of the frame for the same amount of time as I was and I think it just levelled the playing field once and for all and allowed us to get a good result."

Question: What's the best rally stage in the world?
Rick Scott
Via email
CB: "Probably 90% of them are in Ireland. Ardgroom on the Beara Peninsula in Killarney is probably one of the best stages I've ever driven, bearing in mind I've only rallied it once on a perfectly warm, blue-sky day. It's something I really, really enjoyed and would love to go back at it with a World [Rally] car again to be honest. There's so

Photos: mcklein-imagedatabase.com, Motorsport Images,Jakob Ebrey

Breen is flying high in Hyundai colours

A 2016 Rally Finland podium was key

Irish rallying has been dormant for 12 months, which saddens Breen

many back home. The Gap [Molls Gap] has its own sort of presence about it but the road itself now has got so wide and so different in character but the stages down on the Beara Peninsula remain exactly as they were back in the day: narrow, bumpy and that's what I like about it. They're really just untouched. I would say out of all the ones that are down there Ardgroom sticks its neck above the rest."

Question: [What are your] thoughts on Rally GB/NI being lost from the line-up?
Ben Watson
Via email
CB: "Devastated obviously. I was really looking forward to it. It was going to be a just reward for all of [Northern Ireland prime mover] Bobby Willis's work and his team, the work that's gone in. I'm gutted that it hasn't come to fruition this time at least, from what we understand they're still pushing on to try and get in for 2022 but I think it's not just my own biased opinion that agrees that Ireland is [great]. People who have competed here over the years have seen what the roads have to offer so it's a no brainer really that there should be a rally there and I just hope that it can happen sooner rather than later."
MN: You never got the chance to compete on Rally Ireland in 2007 or '09 did you?
CB: "No I didn't do it. I was gravel note for my dad [Ray Breen] the first year in '07, '09 I went and watched it but I'd literally just done Galway, my first-ever proper rally a couple of weeks before and then I didn't get to do that one then. That was a bit of a pity, so I've been waiting all my career to get a chance to take part in a World championship rally at home so I hope it'll happen."

Question: When will we see you in the WRC this year?
Callum Young
Via email
CB: "Even the WRC calendar is quite fluid at the minute so my own calendar, my own programme of events, sharing the car with Dani [Sordo] is quite fluid. Obviously I'm hoping I'll be in the car for Arctic Rally. I was supposed to be doing the fast gravel and snow events so I'm hoping that Arctic Rally will be the first rally for us this year and then honestly after that, whatever Andrea [Adamo, Hyundai boss], whatever the team thinks is the best idea to put forward with the third car, that's how my contract is.

"That's how I've been living these last couple of years so we just have to try and do the best job we can every time we get an opportunity and let's hope it's enough to get another rally again. Obviously I would love to do the full championship, I would love to do as many rallies as I can but ultimately it's up to the team as to how many rallies we can do."

Question: What are team-mates Ott Tanak and Thierry Neuville like to work with? Are they similar in approach and character or are they totally different?
Clint Clarkson
Via email
CB: "Any of the drivers that I've worked with in the World championship are all quite similar so far as they're very driven, very determined. I just try and take as much as I can from these guys because unfortunately, for myself, I haven't managed to get the experience that these guys have had, to be in for full seasons year after year in the World championship and all the rallies. I definitely come in and go in there always with open ears and try and take as much information as I can.

"But yeah obviously two incredibly strong figures in the sport. Ott, I think it's clear to see from even outside as well he's a very focused, very driven individual but at the same time he's very open and willing to help and willing to share and realises, I think, from my position I really appreciate any information I can get. He understands he's got more experience than I have and he definitely tries to help where he can and Thierry likewise. It's that sort of an environment, so it's a nice place to be and [I'm] happy to work with them."

Question: We see and hear your team boss at Hyundai Andrea Adamo and he can be a bit crazy, a bit angry. What's he really like and do you have a special ring tone for his calls?
Paddy Donnelly
Via email
CB: "[Laughs] No I don't have the Grim Reaper alert or anything on the phone when it rings! But honestly Andrea is a guy I can actually draw a lot of similarities to. He's just an incredibly passionate guy about the sport, very much into his history, the heritage of motorsport and we definitely, definitely find common ground on that so I really do get along quite well with him. A bit like Ott he's extremely driven, it's not always very rosy and it's not always happy-go-lucky but that's ultimately his way of managing things and you couldn't question what he's doing when you're looking at the results on paper, he's delivered."

Question: How do you approach doing just half a season compared to a full season? And will you get to drive elsewhere like in the European championship again this year?
Sebastien Wilkin
Via email
CB: "It's different but it's only the way I've been used to things, I've actually never done a full season in all my years in the World championship. It's just unfortunately the way that my career has been mapped out but you just have to try and grab every opportunity by the scruff of the neck and give it everything you've got.

"Ultimately if you continue delivering and continue giving good performances it's a win-win for everybody. I don't really change my approach whether it be a half season or a full season, I go to every rally to try and get the best result that I can and I can't really do a whole lot more than that. Destiny is mapped out and I just have to try and follow its path."
MN: Are there plans for more rallies in R5/Rally2 like last year or are you unsure at this stage?
CB: "Certainly I'd take any drive that I can. If there's a rally going on anywhere I'll put my hand up and give it a whirl. There are plans to do bits and pieces in the Rally2 car and the R5 car throughout the year so I'll be kept busy. I would like to be a lot more busy with the World Rally Car but still any bit of driving at all [is better than none] and please God forbid back home we can get everything under control again as well. We'll wait and see."

Question: Will he be bringing a Hyundai car to the Donegal Rally this year?
Alastair Crosby
Via Twitter
CB: "I'd love to be bringing a anything

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FEATURE

and pray that we will be back to some sort of normality and that Donegal can run and all these rallies that are planned [can happen]. Obviously the whole country is desperate to get back going again.

"It is a bit strange: I've rallied basically throughout Europe – everywhere else in Europe over this last year – but I haven't managed to turn a wheel in competition in Ireland which is a bit frustrating to be honest with you. Circumstances haven't allowed the rallies to get back on their feet again for a whole host of reasons that I'm definitely not qualified enough to say whether they're right or wrong, but it does frustrate me that there weren't any rallies.

"No matter how hard the organisers did try, because they did try a lot, but they didn't manage to get going. But to answer the question, if Donegal is on and there's an opening in the schedule then yeah, I'll be there in some way, shape or form."

Question: You've spent a lot of time back home and in Europe in R5 cars recently. Who do you think is a promising youngster we should be watching out for?
Troy Matthews
Via email
CB: "From back home I've been trying to help a young guy called Derek Mackarel as best as I can for a couple of years. He's been quite famous for his escapades in a Vauxhall Nova in the Forestry championship in Ireland. I've been trying desperately hard to get him a programme in some shape or form, came very close to getting him a partial programme at the end of last year but unfortunately Covid cancelled the championship we were considering getting him into so I'm hopeful again this year that I can try and get him out of Ireland and get him onto the international stage and let him learn the rallies. I have no doubt of his talent, you only have to go onto YouTube and type in his name and watch an onboard.

"He's an incredibly talented young lad, very grounded and definitely has the ambition. And like I say the talent is there in bucketloads falling out the ear so it's a pity he hasn't managed to get his break yet but hopefully we'll be able to get him some bit of a programme overseas this year and the rest of the world can finally get a look at him."

Question: How important was the British Rally Championship to your career? Is it still a world-leading championship?
Guy Whittaker
Via Instagram
CB: "It served me well in my time. I did the full year in the Fiesta [Sporting Trophy], that ultimately got me the Billy Coleman Award and then I went back in 2010 and did a year in the Super 2000 car. And that ultimately got me my drive with the Pirelli Star Driver thing and into the JWRC [WRC Academy] so it was definitely a hugely influential championship for me when I was in it.

"Nowadays, and I don't want to beat around the bush, it has lost a bit of its edge unfortunately for whatever reason. It does seem strange because the rest of the European championships, Italian, French, have really thrived through the R5 stuff but for some reason the British championship just hasn't managed to keep its flair. I don't dare say for a second say that the level has died down because I've raced against these guys in West Cork and Ulster when I did the [Irish] Tarmac championship and they're on a great pace but for whatever reason it just doesn't seem to get the promotion and the support I guess that it deserves. It is a pity: we all look back through the rose-tinted spectacles and look at the 1990s and the Formula 2 days and whatnot. It was regarded as the last step before going into the World championship so it's just a pity, for whatever reason it's missing something. I don't have the answer, I don't have the ideas so I don't point fingers at anyone. I think it's just been a victim of perhaps a different world commercially in rallying right now. Let's hope it can get back to where it was because it definitely deserves to be. There's some great rallies as well."

> **"We had so much to deliver, that broke my heart"**
> **Craig Breen**

The 2015 ERC title was lost in 208

Nagle (l) and Breen's partnership has gone "full circle" at Hyundai

Breen spent his early career pedalling Ford Fiestas, here an S2000

Question: You spent your early career driving Ford Fiestas. Was there ever an opportunity at M-Sport?
Lee Lister
Via email
CB: "Yeah I competed a lot with Fiestas, basically down to my dad; he'd bought the [Focus] World Rally Car from Malcolm [Wilson] and it was a natural progression that I would start in the Fiestas as the Trophy was really big back then as well. There was some opportunities also quite recently that there was chance to work with M-Sport and I always kind of thought at some point it would happen because I know the guys, obviously I worked there for a while back in 2010 and I now basically all the guys from over the years so it always felt like it was something that would happen.

"But for whatever reason for the moment it hasn't happened and I'm quite happy where I am for the minute but never say never. Like I said, before I'm all grey and old I think it is something that I think will complete the circle because I did spend a lot of years driving M-Sport cars and Malcolm has been good to me over the years in various different ways so it would be nice at some point. We'll see."

Question: You spent quite a few years with Peugeot in the ERC, should you have won the title in 2015?
Craig Bungay
Via email
CB: "Yeah, if you go back and look at the results and the stage wins and more importantly the retirements that I had, there was probably a year if not two years that we should have had [a title]. If we'd just finished where we were before we had mechanical problems we could have won the championship, especially in 2015.

"We won three of the first four rallies and then didn't finish a rally for I don't know how long or had so many problems that went on so that was frustrating because it's the only title that I missed out on along the way, that I didn't win. I know that sounds very selfish but it was the only one, the only goal that I kind of set myself that I didn't manage to tick off."

Question: Which was better, winning the Circuit of Ireland for the first time or scoring your first WRC podium and why?
Percy Wynter
Via email
CB: "For my career obviously the podium in Finland because it was more relevant for the people around, it was more relative for me to get contracts and continue in the sport. From a satisfaction [point of view] it was really, really nice to prove to myself I'm at the level to fight with these guys and to be right up there it definitely gave me more confidence going forward.

"But the inner child, for that real personal satisfaction, winning the Circuit was something really special. I grew up in Waterford which was always an overnight halt back in the day, obviously the last year it came down was probably '92 so that was long before I would have any proper memories but still the memories live on so it's always been an influential rally, the name's always been there. It was a really important rally for me to win and for my own personal satisfaction that one stands out more."

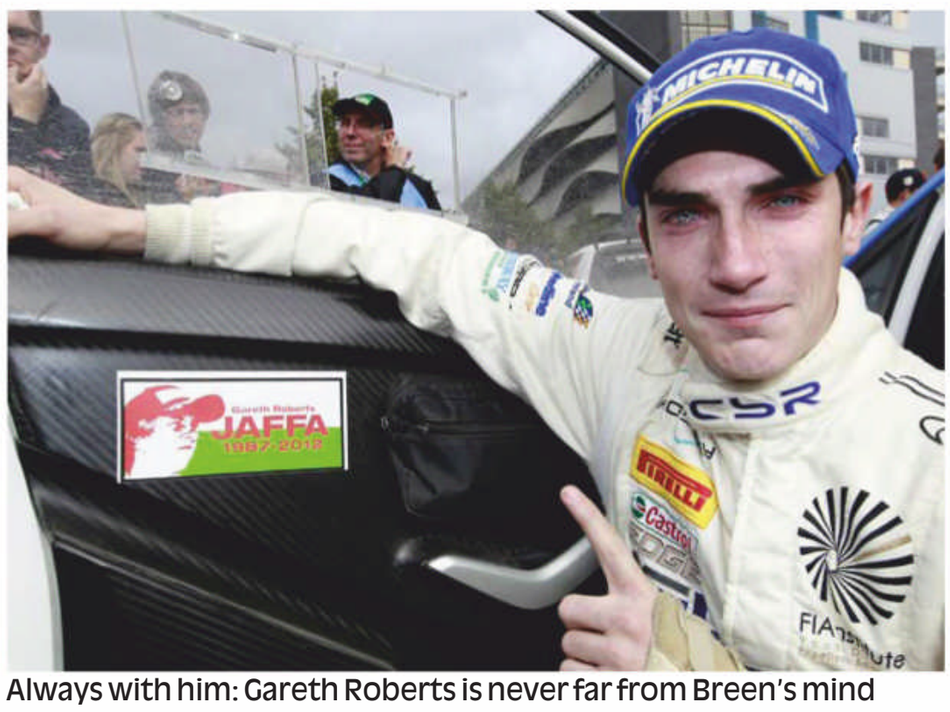
Question: What was it like driving for Citroen? And how did you get on with Kris Meeke?
Hugh Garrett
Via email
CB: "Yeah obviously Citroen gave me my chance to get into the World championship so I will be forever grateful for the chances they gave me. Obviously it was well documented that there were struggles, even when Sebastien Ogier did his year [in 2019] it was perhaps even more well documented. He was a bit more free to speak just how it was whereas I was always a bit more protective of my image but also my career so I was always afraid to perhaps say the truth at every moment. I managed to get a couple of podiums and yeah I made a lot of friends in Citroen, sorry for them all that unfortunately that whole programme has come to an end because they are a really great bunch of guys and girls. My relationship with Kris has always been really good. Living in Andorra as well, Kris is here also so it's always been great between us. He definitely taught me a lot over the couple of years, I shadowed him a lot especially at the beginning and followed him a lot on his tests and it probably went to his head on several occasions but it was definitely a good education for me."

Question: When was the moment that you started believing again that you can achieve big things after the accident in Italy that killed Gareth Roberts?
Marcin Ziolkowski
Via Twitter
CB: "My biggest problem when I had the accident, obviously, was grief and the fact that I'd lost Gareth. That was the biggest weight on my mind but, I suppose, from another aspect I felt really devastated and I felt it was natural that I must stop. And I remember the evening of the accident, I thought it was the wrong thing to continue. I knew that we had so much to deliver and that broke my heart, the thought of the whole story just stopping there right at the first chapter of the book really. We were only just starting to take our first steps out of Ireland and the UK and going onto bigger and better things, and I felt horrible at the thought of the story stopping there. I remember speaking to my dad that night, bouncing the ball off him and saying I feel devastated that I have to stop now. He said no-one's saying that you have to stop, no-one's going to blame you for continuing, in fact the opposite. They see there's something great to follow and whatnot and I remember speaking quite soon

Circuit of Ireland win meant the world

Adamo (centre) is a man Breen can draw a lot of similarities to

Breen is hoping he'll be out on the Arctic Rally later this month



Always with him: Gareth Roberts is never far from Breen's mind

Citroen gave Breen his WRC break, but the C3 WRC wasn't ideal

afterwards to Gareth's family and I think they were surprised at the thought of me even thinking about stopping. They just wanted me to continue and go on and keep the dream alive and I suppose even within a day or two of the accident I kind of made up my own mind that provided I would have the absolute blessing of Gareth's family which was the most important thing for me I would be ready to jump back on it again.

"Within two weeks I was back testing again, I did a test in the south of France with Peugeot Sport two weeks after the accident and just got back on the horse again and kept at it. I've been stuck in that bubble ever since so I just want to keep it going and live out this dream as best as I can for the two of us."

MN: How difficult do you think it was for Paul Nagle to then step in at that time?

CB: "It was difficult for Paul. I spoke to him about it a long time afterwards. Obviously I was young then, I was 22 years of age and I was quite an immature 22-year-old, I hadn't really got to see much of the big, bad world at that point and he really had a lot of babysitting, a lot of emotions to try and keep in check and to keep me in line. Paul had an incredibly difficult job to do. I know even then when he started to get his opportunities with Andreas [Mikkelsen] and with Kris [Meeke] I know at the time he felt incredibly disappointed to go and have to move on but unfortunately he had bigger and better opportunities at that point to try something in the World championship. But I'll be always forever grateful to Paul for the way he was with me during those first couple of events back again. It's great now that it's come full circle again and we're back [together] stronger than ever."

Question: You've dabbled in rallycross before. Would racing in the new Extreme E series be something you might be interested in in the future?
David Martin
Via Twitter

CB: "Yes why not? Obviously rally is my thing for the minute but I've a small bit of disappointment that my partner Tamara [Molinaro] hasn't managed to get one of the seats. I really thought that she had all the ingredients there in front of her to make it happen. She's done rally, she's done rallycross, she's done everything she needs to do to make herself one of the prime candidates and unfortunately for whatever reason hasn't managed to get one of the drives for this year. I won't say that I'm angry with it but I feel it's a little miscarriage of justice that she hasn't managed to get one of the drives that I think she absolutely deserves without any question. But to answer the question I would love to do it but honestly speaking I would prefer that Tammy gets one of those drives sooner rather than later because I've never met a more focused or determined character. We'll wait and see."

MN: You've done a bit of rallycross, did some ice racing recently and do a lot of karting in your spare time. Are these post-career options or just useful training tools?

CB: "The karting honestly is sort of a side piece. I missed out on winning the World title in karts when I was coming up and I guess partially from laziness and being too driven towards my rallying and being too focused on rallying while I was actually karting.

"I always felt that I missed an opportunity there so I've got the opportunity over the last year or two to start practicing again, getting the laps in and trying to get my speed back up again.

"If the opportunity was to present itself I would love to go back and give a World championship a shot again. A bit like the European [Rally] championship it's the box I missed ticking off on the way up and I'd love to give it a whirl again. I've put in all the groundwork, I've done more laps in these last six months than I've done in the last 10 years. It's been really good, I really enjoy it and it's obviously very good for fitness because a day on a kart is the equivalent to about 12 days in the gym so I try and do it as much as I can as a means to an end to keep me fit but it's also something that I really want to have another go at at some point, obviously without interfering with my rallying."

Question: What rally car are you yet to drive that you'd love to have a shot in?
Jane Shepherd
Via email

CB: "Probably a [Subaru] Legacy, I'd love to have a go in a Group A Legacy. I've been so, so fortunate that I've driven probably 90% of the cars that I've wanted to have a go in but a Legacy or another Group A like an Ford Escort Cosworth but probably more so Legacy. When I was growing up at five, six, seven years of age when my dad was in the Metro all the guys in the rest of the championship would've been in the Legacy. I always remember the sound, I always remember the bark, it was always a little different to the Impreza bark, that bit more crispy and sharp and it's something that stayed with me so I definitely feel like having a go in one." ■

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FEATURE

FULL STEAM AHEAD FOR THE ATLANTIC CROSSING

Paul Lawrence traces the story of Formula Atlantic in Great Britain, the category that made its debut 50 years ago

Schuppan on the way to the maiden '71 title

Future Formula 1 World champion Alan Jones tackles Oulton Park

Ray Mallock was an early exponent, here in 1974, and took 1981 title

Formula Atlantic's story in Britain was akin to that of a butterfly: it had a brief but colourful life before dying away.

At its zenith, the single-seater category came close to toppling Formula 3 as the UK's prime career-ladder rung, but that never quite happened. However, the good-looking 1600cc racers delivered a fine spectacle and helped some big names on their journey to the top of motorsport. Alan Jones, Tom Pryce, Jim Crawford and Tony Brise all raced with success in the class conceived by John Webb at Brands Hatch.

The Atlantic story starts right back in 1965 when the Sports Car Club of America introduced what it called Formula B as a feeder to its Formula A category. In truth, Formula A was a flop even though single-seater racing was gaining ground in the US. In '65, Formula A was formed to mop up some of the big-engined specials but a flawed three-litre engine limit, in line with the new F1 regulations, left it struggling for support. After three embarrassing seasons, the engine capacity was upped to five-litres and the far more successful Formula 5000 was born.

However the SCCA's Formula B category, with a 1600cc engine formula, flourished from the start, initially based around ex-Formula Junior chassis running Ford twin-cam engines in the era before slicks and wings became the norm.

By the end of the decade, Formula B had caught the attention of UK motorsport's leading promoter and innovator of the era, John Webb.

As well as running Brands Hatch, Webb was instrumental in the creation of Formula Ford and would later add Formula 5000, Formula Ford 2000 and Sports 2000 to his successes. But in 1970, he was busy laying the foundations of a category that he would call Formula Atlantic.

Webb's typical foresight and inventiveness served him well as, in 1970, Formula 3 was in the final year of the one-litre era. Though the racing was sensational, the 1000cc screamers were largely wingless and ran on treaded, albeit remarkably wide, tyres. The UK's motorsport governing body planned an upgrade for F3 for the 1971 season to 1600cc engines, but a 20mm restrictor rather strangled performance and ensured an uninspiring noise.

Webb decided to bring Formula B to the UK for the 1971 season but rebranded it as Formula Atlantic. He saw it is as a way of offering national racers a chance of close to F2 performance at F3 running costs, with the worthy Lotus twin-cam engine at the heart but soon to be replaced by the free-revving Ford Cosworth BD lump.

In the recent seasons of Formula B, UK-based manufacturers like Chevron and Brabham had tended to dominate, while Lotus, Lola, Titan and even BRM had been represented against very limited US designs. Skip Barber had some success with the Italian Tecno, while several Winkelmanns, the US brand for Palliser, also showed well.

Given the number of British-built cars running in the US, running the new category in the UK in direct competition to a potentially weakened Formula 3 made good sense.

What didn't make such good sense for a brand-new category was a first year calendar covering a whopping 22 race meetings and starting at Brands Hatch on March 7, barely after the snow of winter had melted. It was just too soon for many cars and the opening grid had to be bolstered by Formula Fords as only six proper Atlantics were ready in time.

It was an inauspicious start for Formula Atlantic but, with backing from Yellow Pages, first round winner Vern Schuppan earned £78 for victory in his rare BRM-powered Palliser WDB4, which is around £1100 at current rates. The only other Atlantic car to make the end of 20 laps of the club circuit was the Chevron B10 of Bob Ellice. But it is worth noting that, a week later, the new era of Formula 3 started at Mallory Park with just seven cars including James Hunt, the first driver to be disqualified over an air restrictor infringement.

By the time that inaugural Atlantic season ended back at Brands Hatch in late October, there was a respectable grid of 21 cars. Rising Australian star Schuppan took the title in his works Palliser despite runner-up Cyd Williams (Chevron B18C) winning eight races to Schuppan's five. Other drivers of note to join the 1971 pack were Dane Tom Belso (Brabham BT28), Ray Allen (Royale RP8) and Dave Morgan and John Nicholson in early March 702s. Also in the pack as the season went on

Photos: Mike Dixon, Graham Lomax, Motorsport Images

Brise was a winner for Modus following F3 switch

John Nicholson took the Atlantic title in a Lyncar in the 1974 season

ROLL OF HONOUR

UK Formula Atlantic champions

YEAR	CHAMPTIONSHIP	DRIVER	CAR
1971	Yellow Pages Championship	Vern Schuppan	Palliser WDB4
1972	Yellow Pages Championship	Bill Gubelmann	March 722
1973	Yellow Pages Championship	Colin Vandervell	March 73B
1973	BP Championship	John Nicholson	Lyncar 003/Lyncar 005
1974	JPS Championship	John Nicholson	Lyncar 005
1974	Southern Organs Championship	Jim Crawford	March 73B/Chevron B27
1975	JPS Championship	Tony Brise	Modus M3
1975	Southern Organs Championship	Ted Wentz	Lola T360
1976	Indylantic Championship	Ted Wentz	Lola T460
1979	Hitachi Championship	Ray Mallock	Ralt RT1/Ralt RT4
1980	Hitachi Championship	David Leslie	Ralt RT4
1981	BRSCC Atlantic Championship	Ray Mallock	Ralt RT4
1982	BRSCC Atlantic Championship	Alo Lawler	Ralt RT4
1983	BRSCC Atlantic Championship	Alo Lawler	Ralt RT4

Leslie was the champ in 1980

Brise: true rising star

ALL-TIME WINNERS CHART

Formula Atlantic in the UK

POS	DRIVER	WINS
1	Ray Mallock	21
2	Cyd Williams	16
3	Alo Lawler	14
4	Tony Brise	12
4	Jim Crawford	12
4	John Nicholson	12
7	David Leslie	11
8	Vern Schuppan	8
9	Ian Flux	7
9	Bill Gubelmann	7
9	Ted Wentz	7

Jim Crawford took 12 wins

Cyd Williams, here in 1971, became a prolific Atlantic race winner

was Peter Wardle (Lotus 69) and he would later take a prime role in the Atlantic story.

With 21 championship races and four non-championship races, 1972 was just as busy as most of the leading contenders switched to Ford Cosworth BDA power. By Mallory Park in late April, the circuit's modest grid capacity of just 20 cars left three drivers not getting a race as interest in Atlantic continued to grow.

Up front, the title race was a fierce contest between American Bill Gubelmann and Williams, both equipped with new March 722s as the Bicester company hit a purple patch across single-seater racing. After a cliff-hanging final race at Brands, the title went to Gubelmann when he beat Williams by barely a second. Floridian Gubelmann had several seasons of Formula B under his belt when he arrived in Europe to try and advance his career and his Atlantic crown helped him reach Formula 2.

'A big step forward came in 1973 with a British GP support'

The big step forward came in 1973 when the category truly arrived in the big league and firmly rattled the Formula 3 establishment. A British Grand Prix support race at Silverstone appeared as a highlight of a daunting 24-race calendar. Yellow Pages backed a six-race championship, that included the British Grand Prix support race, that was grandly called international even though it never left England, while BP sponsored an 18-race championship.

The Silverstone race on July 14 was a big day in the sunshine for Formula Atlantic in the UK and a 30-car field included drivers of the calibre of Pryce, David Purley, John Lepp, Ray Mallock and Tom Walkinshaw. The race was narrowly won by Nicholson in Martin Slater's Lyncar 005 from Colin Vandervell's March 73B while former speedway rider and Clubmans graduate Geoff Friswell had the race of his life to claim the final podium position in his self-run March 73B.

It was Vandervell and Nicholson who set the pace across the '73 season, taking a title apiece as March went up against the very effective Lyncar. Later in the season Crawford joined the grid in a Chevron funded by fellow racer Stephen Choularton.

A year on from his debut Crawford bagged one of the 1974 championships, splitting his time between a March 73B and a Chevron B27. By the middle of 1975, the mercurial Crawford was on the F1 grid with Team Lotus. The driver he beat to the Southern Organs crown was Australian Jones, who switched from F3 to Atlantic in the formative years of a career that took him to the 1980 World championship with Williams.

While the outrageous and ultimately corrupt Southern Organs empire backed one series, the other was sponsored by John Player and it was Nicholson on top here despite the best efforts of Crawford, Brise and Jones. Nicholson was armed with the latest Lyncar while Brise did some of his running in the rather effective Modus M1 funded by businessman Teddy Savory.

The 1974 season was the real opportunity year for Atlantic in Britain as F3 again changed engine regulations to move to a restricted two-litre engine. Take up was initially slow and just seven cars made the F3 opener at Oulton Park in early March. Of those, just two were proper two-litre cars and only three limped to the finish. Meanwhile, Formula 5000 was spectacular but never had real depth of quality support so it was no real surprise when five leading Atlantic racers from 1974 made it to F1 as Morgan joined Jones, Nicholson, Brise and Crawford in the top echelon.

Yet across the '74 season, which opened under the threat of OPEC-induced fuel shortages, Atlantic still struggled to deliver consistently strong grids. A total of 24 championship races at 24 individual race meetings was simply too much for most budgets and seems a terribly flawed plan against the norms of today when a comparable series has around 20 races at 10 events.

Still the steamroller of a calendar rumbled on into 1975 with 21 races across twin Southern Organs and John Player championships. Once again, a Silverstone British Grand Prix support race headlined the year and drew a bumper grid of over 30 cars. This was a clear high-water mark in another mixed season, which was capped by two bright stars destined for tragically short lives at the top of the sport.

Armed with the latest Modus M3 Brise hit the ground running to win eight of the first 10 races and the current equivalent of £12,000 in prize money. Brise, who had switched from F3 to Atlantic when F2 plans faltered, was getting noticed and got his first F1 chance at the end of April when he joined the Williams team for the Spanish GP to replace the injured Jacques Laffite. Then, he subsequently joined Graham Hill's F1 team and was destined to lead the team in 1976 when he tragically lost his life in Hill's aircraft accident in November 1975. Despite an interrupted Atlantic season, Brise did enough to win the John Player title but the consistent American Ted Wentz (Lola T360) clinched the Southern Organs crown. Wentz also won the grand prix support race but was nearly caught in the championship title race when rising Swedish star Gunnar Nilsson arrived in style in the Rapid Movements-backed Chevron B29 to win the final four rounds. He was then catapulted into F1 with Lotus for 1976 but sadly lost his life to cancer in October 1978.

The end of the '75 season was a watershed for Formula Atlantic. A brave new order was built for 1976 when racer Peter Wardle, already an supporter of young talent, led the creation of a rebranded Indylantic. It promised big promotion, new race formats and more money for the drivers, but it eventually fell over as economic reality set in.

Motor Circuit Developments, which had backed Atlantic from the start, stepped away and grids struggled to break into double figures as the season developed. Five of the 11 rounds were held at Brands Hatch and the title ended up being closely contested by champion Wentz (Lola T460) and fellow American Tony Rouff in the F2-derived Boxer PR276.

Sadly, the damage done in 1976 caused the temporary demise of the category in the UK, though some of the cars found a home in the Shellsport Group 8 championship. A few others joined the ongoing Irish Formula Atlantic championship, which had replaced the Irish Formula Libre category in 1974 and ran for eight seasons. Patsy McGarrity won the title five times but in 1978 Eddie Jordan came to the fore.

Still that was not the end of Formula Atlantic in Britain and in 1979 the BRSCC revived the category with backing from Hitachi. For five seasons it struggled on, still delivering cars that looked and sounded good in the hands of some quality drivers, but never gaining enough support to build prestige. When Alo Lawler beat Ian Flux and seven others at Silverstone in early September 1983, the curtain fell on Britain's Atlantic adventure. ■

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FEATURE

WHY TURKINGTON HAS HIS SIGHTS ON NUMBER FIVE

The returning Northern Irishman wants his title back in 2021. By Matt James

Turkington has done some soul-searching

Turkington in his usual position: leading the pack

The handing over of the British Touring Car Championship crown to Ash Sutton last season came all too easily for the four-time title winner Colin Turkington. The BMW man had been unable to get a handle on his 330i M Sport's grip levels in the changeable conditions at Brands Hatch and had no answer to Sutton's Laser Tools Racing Infiniti Q50.

The title defeat, Turkington and WSR's first since 2017, hurt, and it stung team boss Dick Bennetts into action.

Bennetts explains: "I was frustrated after the final round so I put my hand in my pocket and we went back to Brands Hatch on November 27 for a test session with Tom Oliphant and Colin. The only reason we went was to push the boat out on set-up in the damp and cold.

"We found something in the car, and we know we will be better in those conditions should they happen again in 2021, that's for sure

"We went and tried all sorts of crazy settings on the cars. It took a while to dial it in, but we found a key to unlock speed from it."

There are lessons in every defeat, and WSR and Turkington learned them following that squally weekend in Kent last November. Leading up to that last meeting, Turkington had taken five wins and eight other podiums to head the standings before it slipped from his grasp. Now the 38-year-old has signed up for another season with WSR in the BMW 330 M Sport, he is determined to make amends for 2020.

The Northern Irishman says: "Taking the positives from the defeat, you learn more when you are beaten. It highlighted the areas that we can improve on into 2021. I will be coming out even stronger. I do expect to be bringing a better and a stronger package to the table in 2021. It is the constant quest to be the best, that's the shared goal between WSR and myself and that is what keeps me motivated."

It will be the 14th season that Turkington has driven under the WSR banner, a relationship that stretches back to his debut in the category back in 2002. It is a marriage that has brought Turkington 45 of his 56 career British Touring Car Championship victories and all four of his titles. The bond between Bennetts and his driver is very strong, and one that shows no signs of slowing down. That is something that Turkington puts down to good old fashioned hard work.

"It has worked for such a long time because we tend to work as hard for each other as we can," he explains. "When you visit WSR and you see the workshop and you feel the will to win and the work that goes in from all the staff there. There is a passion.

"I know that every team on the grid works hard and wants to win, but the depth of the feeling at WSR is really special. There is a magic ingredient there, and for me that is very motivating. When I see members of the team going to extreme lengths to do absolutely the best job possible, then it is motivating for me too. Dick Bennetts never stops in his quest for performance. As a driver, it makes you want to do the same."

But where are the areas where Turkington can improve? He is a sublime qualifier, rarely makes mistakes on track and has an intuitive ability to avoid trouble. That is something that is highly impressive in a championship that is as demanding as the BTCC. There is a label, sometimes, that Turkington is risk-averse in the door handle-to-door handle fights of the BTCC, but he knows how to play the game.

It doesn't mean that he will rest on his laurels, There is always another stone to be unturned, says the driver.

"There are always areas that you are searching for to be the perfect driver, and I don't think too many of us ever get there. You always look back over a season and there are things that you wish you had done differently," says Turkington. "You look back and think 'maybe if I had gone for an overtake that I backed out of', or 'maybe if I had shown a bit more caution'. There are always things.

"But I think the one thing I tend to do well is qualifying – with or without [success ballast] weight. I can always put a strong lap together. Sometimes when people see me race, they just assume that I go out there just to collect the points or play a percentage game – but that is because a lot of the time I am qualifying at the front. I am already in the big points, so there is some jeopardy.

"For me it is all about constant tiny improvements in every area, trying to be better on the driving side and on the technical side, and bringing more energy each year. You are constantly evolving as a driver and, of course, you bring another year of experience with you which helps. I don't feel like I am losing any of my speed, which is nice. Earning the Goodyear Wingfoot award last year [for the best average qualifier across the nine meetings] highlighted that and it is something I am proud of.

"I am delighted I can go for another title, and it will be nice being the hunter rather than in the past two years when I was the hunted."

Bennetts knows that the part behind the wheel is almost as complete as any he has worked with over his 40 years as the team boss, and Bennetts has worked with the likes of Ayrton Senna and Mika Hakkinen in F3 (*see page 22*). WSR is known for its lengthy debriefs as Bennetts and the engineers drill down into the set-ups of all the cars at the circuits, but it isn't only the work that is done at the coalface that helps reap the rewards.

'What people don't see is the effort away from the circuit too," says Bennetts. "Colin's recall is immense, as is his feeling for changes on the car and technical tweaks we make. Following a race weekend, he will supply us with a report on how the car was, what differences the changes made and what was the correct direction to go in. They

Photos: Jakob Ebrey

Turkington was hunted down by Sutton in 2020

Bennetts: defeat last term sparked extra test miles

A race two mistake at Croft was a 2020 low

are like works of art: he has a huge understanding of what we have and what we need to go forward. That is part of the package that helps drive both parties forward and it is crucial to the successes that we have enjoyed together."

Last season was one where both the driver and the team erred. The set-up issues at Brands Hatch are something that Bennetts takes full responsibility for, while Turkington also slid out of the second race at Croft at the first turn when he locked up the front tyres on his BMW and skittered into the Clervaux gravel. The driver's mistake was a real collectors' item, and it was shocking because Turkington simply doesn't make errors behind the wheel.

Turkington felt the pain in North Yorkshire but thinks that maybe the accident was taken out of proportion.

He says: "When you consider the season as a whole, we all make mistakes, tiny mistakes, but some are magnified more than others. The mistake I made at Croft was not the only mistake I made all year, but it probably sticks in the mind more than most.

"But the key to winning the BTCC is whoever makes the fewest mistakes shall win. But we all take responsibility for the results. Yes, I would like to have had a better car at the season finale at Brands Hatch, but part of that is my responsibility because I am part of the engineering team of the car. That's not to say that we were wildly off the pace at Brands or we had a really bad weekend, we simply weren't fast enough on that occasion. Had the season finished two weeks earlier after Snetterton, we would all have turned around and congratulated ourselves on such a great season. It is just the way this championship goes sometimes."

That chapter has now been closed, and there is positivity looking ahead. The BMW 330i M Sport, which was introduced into the BTCC by WSR in 2019, was a winner from its maiden meeting and set a new benchmark for the others to follow. Once any machine has been fully homologated, the technical secrets are then laid bare for all other squads to mull over. That meant that several machines that appeared in 2020 took cues from the all-conquering German rear-wheel-drive machine. That included the title-winning Laser Tools Racing Infiniti Q50 of Ash Sutton.

It means the challenge facing Turkington and WSR to claw its way back to the top will probably be harder than it ever has been before. When the driver says that the BTCC gets tougher each season, it is not just a platitude. It is a reality.

"If form continues as it did in 2021, as it has been for the past few seasons, it is going to be even harder into the new season," says Turkington. "The intelligence and the know-how of the cars gets filtered down through the grid and across the paddock. You look at any team now on the grid, and they have very few chinks in their armour. There are no weak links.

> **"We will have a game plan for the '21 battle"**
>
> **Colin Turkington**

"Everyone has personnel on the cars with experience and success. In the modern-day BTCC, you see a lot of musical chairs and that isn't just the drivers, that is the engineers and staff too. The secrets are getting filtered down and spread around the teams. That just means it is harder to have the upper hand in any season."

There are tweaks to the boost levels of all cars throughout the season to make sure that the playing field is levelled out. It keeps the competition close but it almost mitigates against too many engineering changes. A hard-won (and potentially expensive) technical advantage can be negated by the rulemakers.

Bennetts says: "We have worked on set-up, as we did at that Brands Hatch test, and we are going to do a couple of more small things to the chassis ahead of the new season. Everyone in the BTCC is constantly moving forward, and we have to do the same. Given the competitive level of the series, it just makes you work harder, and it just means that you have to do a very good job. And, of course, there will be privateer BMWs on the grid in 2021 in the hands of Ciceley Motorsport [driven by Adam Morgan and Tom Chilton]: they have already been out testing. Nothing ever stands still."

Turkington is on the cusp of greatness should he and WSR face down the opposition this season, as a fifth title for him would stand him clear as the most successful driver of all time in terms of title wins, eclipsing Andy Rouse's record. That is something he doesn't want to contemplate just now: for him, it is all about the legwork.

Turkington says: "With the way the rules are, it is harder for any team to have an advantage and the only way to get around that is to make sure you just work harder than the others and make fewer mistakes. It will be harder and more competitive, especially with the maximum success ballast weight handicap going back up to 75kg [from 60kg] for a win. The BMW has carried its weight well, from day one, but it is another curveball, but we will have a game plan in place to deal with that."

The deposed champion is talking a good game, and he has all the ingredients to deliver across the 30 races this year. Turkington is gunning for number one. ■

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FEATURE

HOW WSR IS GUNNING TO REACH THE PERFECT 10

Dick Bennetts' team hits 40 years old this year and is aiming to add another title. By Matt James

Photos: Motorsport Images, Jakob Ebrey

"I think I must have started engineering when I was in the pram," says WSR team boss Dick Bennetts when he is reminded that his multiple title-winning team is celebrating 40 years this season.

The team was founded on five titles at Formula 3 level and was successful right from the outset. Since then, it has become better acknowledged for glory in the British Touring Car Championship during a 25-year spell. Indeed, it is easy to argue that WSR is now probably better known for tin-top silverware than it was for single-seater success.

We look back on the nine titles that WSR has accrued. The hunt to sign off this anniversary season with another trophy has only just begun.

1981
Title number 1
Jonathan Palmer, British F3
This was the impetus for Bennetts to create his team, originally West Surrey Engineering, alongside partner Mike Cox. Bennetts left Ron Dennis's Project 4 and started out helping Palmer attack British F3. It was an immediate success. Palmer and the Ralt RT3 won seven races compared to rival Thierry Tassin's five and took the crown by more than 30 points.

1983
Title number 2
Ayrton Senna, British F3
Now under the West Surrey Racing moniker, Bennetts and Senna formed an immediate affinity. Bennetts' unerring quest for success blended perfectly with the Brazilian driver's laser-like focus for wins. WSR and Senna fought a mighty battle with Martin Brundle for the championship success even after nine straight wins at the start of the season. They prevailed by fewer than 10 points.

1985
Title number 3
Mauricio Gugelmin, British F3
Quiet and perhaps understated, Mauricio Gugelmin cleaned up in British F3 in 1985 in his WSR-run Ralt. While Britons Russell Spence and Andy Wallace locked out the wins in the early part of the campaign, Bennetts and Gugelmin went on a late-season charge in their Volkswagen-powered car to snatch the glory. They prevailed in the Macau Grand Prix too. Bennetts recalls: "Mauricio didn't have the outright pace of Ayrton Senna, but as a test driver he was incredible."

1990
Title number 4
Mika Hakkinen, British F3
Following a messy season in a Reynard, things clicked for Mika Hakkinen when he joined up with Bennetts at WSR to campaign a Ralt in the 1990 season in a Mugen-Honda-powered machine. It was a year all about the Finns, with Hakkinen and Alan Docking Racing's Mika Salo going at it all guns blazing. Nine wins tipped the crown in Hakkinen's favour.

1991
Title number 5
Rubens Barrichello, British F3
A strong line-up of Pedro Diniz, Jordi Gene and Rubens Barrichello flew the flag for WSR in British F3 in 1991, armed with Mugen-Honda-powered Ralt RT35s. The major thorn in Barrichello's side was the Paul Stewart Racing Ralt of up-and-coming Scot David Coulthard. While Coulthard won five races to the Brazilian's four, Barichello sealed the crown by eight points after the 16 rounds.

2009
Title number 6
Colin Turkington, BTCC
In a tense three-way showdown, Colin Turkington went to Brands Hatch up against Jason Plato's Chevrolet and Italian Fabrizio Giovanardi's works Vauxhall Vectra. Six wins helped the Northern Irishman to the top of the standings after a dramatic final race at Brands Hatch, making tin-top history for WSR and the BMW 320si.

2014
Title number 7
Colin Turkington, BTCC
In the second season with the WSR-designed BMW 125i M Sport, after missing out on the title in the final round of 2013, Turkington and the rear-wheel-drive machine came good. Eight wins – including braces at Oulton Park, Croft and Rockingham – helped him to eclipse Jason Plato in the finale.

2018
Title number 8
Colin Turkington, BTCC
Perhaps WSR and Turkington's greatest achievement. The 125i M Sport was showing its age and others had caught up. Turkington took only one win at, Oulton Park, and had to use all his guile to make sure his points tally kept on ticking over. Despite a spill through the gravel in the penultimate race, the performance of others was enough for him to grab the title even though he had finished 22nd.

2019
Title number 9
Colin Turkington, BTCC
In a stunning debut season for the BMW 330i M Sport, Turkington and team-mate Andrew Jordan went into the final rounds in battle with the works Honda of Dan Cammish. All hope seemed lost in the final race in Kent until a brake failure sent Cammish into the wall, and Turkington sealed back-to-back BTCC crowns by just two points.

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FEATURE

Photos: Rachel Bourne, Motorsport Images, Jakob Ebrey

Daly won three-way Ford fight

Daly (c) at the Festival offers the next generation some advice...

PETER DALY: THE RACING CHAIRMAN

As well as being British Racing and Sports Car Club chairman and British GT's race director, Peter Daly has found time for plenty of his own Formula Ford racing, as he tells Graham Keilloh

Daly 's finest win was aided by a fight with officialdom!

Daly does as much racing as his other work and BRSCC duties allow

In last October's Formula Ford Festival, the final for historic cars was a thrilling one. A tight three-way battle in testing conditions; topsy-turvy in the way Formula Fords specialise on Brands Hatch's Indy circuit.

And the identity of the winner had added significance. It was Peter Daly. The same Peter Daly who is chairman of the Festival's organiser, the British Racing and Sports Car Club, and is British GT's permanent race director.

During the Festival event he also reached the main final against much more modern cars in his Van Diemen RF88, and finished 17th ahead of more than one notable name.

"I just love racing," he tells Motorsport News. He's a man who goes a long way to prove it.

"I love the Festival. I was elated [to win], because it was a cracking race. A very uncomfortable race but a very good race.

"The conditions were tricky, it levelled the cars up quite considerably. Ryan Campbell in the Reynard's got a cracking car and he's always at the front end of the Super Classic cars, and Tom McArthur, Tom's no slow coach from the McArthur family, he's done a few miles in that historic car as well as other cars. So I was very pleased."

Daly's outing wasn't a one-off either, something he considers crucial to his victory. "I entered feeling fitter mentally and physically to compete well because I had already done quite a few Formula Ford races in the Northern championship. I was comfortable with the car and comfortable within myself," he notes.

"Did I expect to win? No, I didn't even give it a second thought. I had a feeling I could be on the podium but I never expected to win."

Daly's Formula Ford passion stretches back indeed. "The first time I sat in a Formula Ford would have been in the late '70s when Jim Russell Race Driver School was at Mallory Park," he recalls, "I was just a teenager and I literally sat in it. I never drove one, and I used to love watching the Formula Ford racing at Mallory."

It wasn't until the late '90s that Daly's own racing started in earnest. And it became something he took seriously.

"I just focused on racing to win!," Daly recollects. "I was a single person at the time and that's literally what my life was just about, working in racing and looking after my daughter.

"At the end of 2003, I was 40 years old, the effort that I had put in included swimming, gym work and being teetotal all year. I was two stone lighter than I am today.

"As a clerk of the course now I recognise when people win championships and races it's the amount of effort that has to go in before they arrive at the race track. Therefore when you see driving where they just bash their way to the front I take quite a dim view on [that]."

And 2003 was a particularly fruitful year for Daly. He won the Star of the Midlands championship, finished second in the Walter Hayes Trophy and third in the Festival's Kent contest. He did it against some significant names too.

"I was second in the Walter Hayes behind [three-time winner] Joey Foster, an incredibly wet final. And I was third at the Kent Formula Ford Festival behind [significant team owner] Kevin Mills. He took second from me about three laps from home with a little love tap! He still owes me a sidepod because he put so much rubber down the side!

> ***'I just love motor racing and I love the Festival'***
>
> ***Peter Daly***

"But we always smile about it because it was a pleasure to race alongside people that you fully respected, and whilst there was a little bit of contact you knew they weren't going to put you in the wall."

The year also contained what Daly rates as his favourite race: winning the Jim Walsh Trophy, in a special British GT and F3 support contest at Silverstone. "The motivating factor there was after having a run-in with the clerk of the course!," Daly admits. "I missed the driver briefing, after qualifying on pole, and was pulled up.

"After being very apologetic I started on pole and I went on to win the race from Ed Moore which was a fantastic race to win. It was a calculated race because in Formula Fords if you are leading on the last lap you can very often get overtaken with slipstreaming. [I was] able to take the win on the last lap."

The '03 Walter Hayes contest though holds more mixed feelings. "[It was my] most emotionally draining race. It was in such wet conditions. Joey Foster and I were in identical cars but I just couldn't stay with Joey. I'd thrown everything I could for the whole year to try and win that race and I just realised at that point it wasn't going to be possible. That was the highest point and the lowest point."

So when did Daly add his off-track activities to those on it? "I was involved with the BRSCC Midland Centre from 2004 to about 2009, and I was asked to join the BRSCC board around 2009," he recalls. But then came a significant dose of misfortune, that proved a turning point.

"In 2011 I had a major road accident, I broke my back and my neck. I felt I was not going to be able to race again at a competitive level that I could enjoy. And I was recommended by Glynn Lee, who's a BRSCC director and long-standing clerk and a former competitor, I was asked by him to consider becoming a clerk of the course, that was in 2011.

"I joined to assist Bernard Cottrell with Caterhams and GTs, it's from there that I then took on the role of British GT race director and when Bernard Cottrell stepped down from BRSCC I was appointed the chairman."

"I didn't race from 2010 to 2015, partly because of fitness and part because of fear of being injured."

So what was it like to finally get back in a race car? "Similar to having a pint of beer at the end of 2003, it was just so much fun!," he says. "I just loved it."

And as might be obvious by this point, Daly has every intention to keep finding time to race Fords. "I'm currently trying to sort my calendar out to combine racing with BRSCC work and officials' duties!", he says. "Unfortunately I'm not going to be able to do a whole championship…" ■

ALL THE FUN OF THE FORMULA FORD FESTIVAL

You could probably guess that for Peter Daly, in his BRSCC chairman role, organising the Formula Ford Festival is a distinct pleasure. And this year's will be particularly special as the famous end-of-year event hits its milestone 50th running.

"It's a fantastic event to organise," Daly enthuses. And he reckons the Brands Hatch Indy circuit makes it. "It really is a Formula Ford track, there's no rest, there's no straights where you can relax or take your hands off the steering wheel. So it is between 51 and 53 seconds of just concentration lap after lap after lap. And you can make a move on someone one lap and the next lap they'll get you back because they can see the weaknesses.

"That's the attractive thing, it's not a flat-out bonanza. It does require lots of engineering time to get your car to run right, it requires a lot of race skills and a lot of mental attitude, so it really is a fine balance of everything that has to come together. And of course we've seen many a person through the years who's got most of that put together but one lapse of concentration and they can throw it all away."

Daly feels the Formula Ford Festival is a challenge like no other

WHAT'S ON

YOUTUBE

Breen: your guide

We often talk loosely about an onboard camera offering us a 'driver's eye view', but none get so close as to actually offering it as a helmet camera. And thanks to the YouTube channel of our readers' Q&A guest this week, World Rally Championship star Craig Breen, we get just that. You can be Craig Breen for 10 minutes.

And in what a car and on what a stage. This is Breen driving the monster MG Metro 6R4, straight from raw-and-rugged Group B, up the Molls Gap stage used in Ireland's Rally of the Lakes.

The experience is as visceral as you can imagine, with postcard scenery flashing by either side at what seems impossible pace, under our noses Breen's hands frantically shift the stick and saw on the wheel as the 6R4 snakes on the greasy Tarmac (it starts to rain halfway through too), and it's all accompanied by the 400bhp naturally-aspirated V6's growl. The captured run was well timed also, as later Breen parked the old thing with a broken driveshaft...

You can experience what it's like to be Breen at his best at: youtube.com/watch?v=eURVACmrPbo or you can search 'Craig Breen **Helmet Cam** - Killarney Historic Rally - MG Metro 6R4'.

Graham Keilloh

TV GUIDE

British Grand Prix 1994 is shown on Sky Sports F1

If you've got Sky Sports F1, this week on TV is a mega opportunity to enjoy some archive F1 material. With unfortunately no live motorsport on at the moment, F1 Classic Races offers a great chance to watch some TV action.

Both Saturday and Sunday are stacked with classic grands prix. Saturday's schedule gathers some of Ayrton Senna's best wins, with Portugal 1985 (1200hrs-1245hrs), then Belgium 1985 (1245hrs-1330hrs), Spain 1986 (1335hrs-1415hrs), Detroit 1987 (1415hrs-1500hrs), Britain 1988 (1500hrs-1540hrs), Japan 1988 (1545hrs-1630hrs), San Marino 1989 (1630hrs-1700hrs), Monaco 1989 (1700hrs-1735hrs), United States 1990 (1745hrs-1820hrs), Brazil 1991 (1830hrs-1930hrs), Monaco 1992 (1930hrs-2015hrs), Brazil 1993 (2025hrs-2100hrs), Europe 1993 (2100hrs-2130hrs) and Monaco 1993 (2130hrs-2215hrs).

Sunday's schedule takes on a British theme, with seven classic British Grands Prix to enjoy. It begins with 1981 (1200hrs-1245hrs) before 1986 (1245hrs-1330hrs), 2003 (1330hrs-1515hrs), 1989 (1515hrs-1545hrs), 2008 (1545hrs-1800hrs), 2012 (2100hrs-2245hrs) and finally 1994 (2245hrs-2315hrs).

Luke Barry

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ART EDITOR MIKE STOKOE'S FAVOURITE OF THE WEEK!

American Muscle to the fore at Donington Park: a packed Old Hairpin, from Rich Cranston

Rich Cranson's shot of a Cobra being tamed

Craig Breen in 2019 in Ypres, by David Harbey

The late Albert Harbey's shot from GB, 1965

Lewis Clarke-Bull's Special Saloon Vauxhall

Another from Clarke-Bull: an MG in trouble

NEXT WEEK — OUT THURSDAY, FEBRUARY 11 2021

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READERS' Q&A: PATRICK WATTS

The BTCC's enfant terrible answers the MN questions

THE MATADOR IS BACK! We assess Fernando Alonso's Formula 1 return

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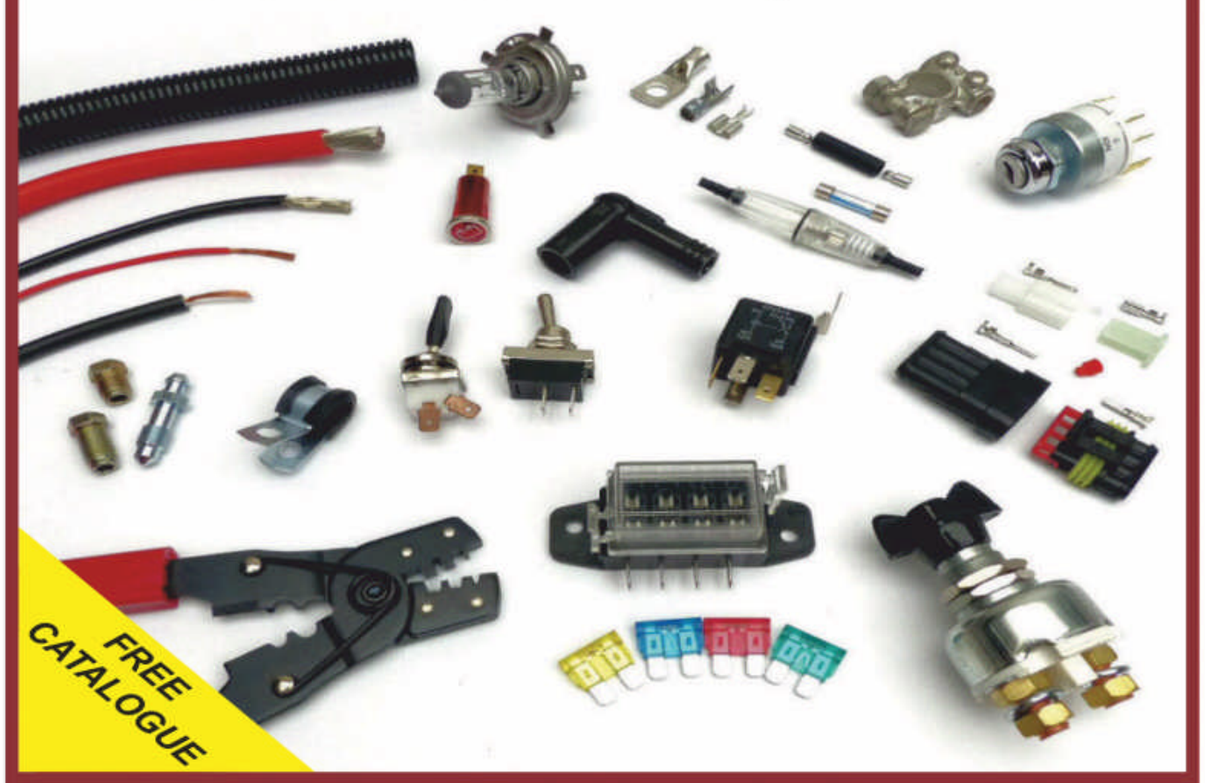

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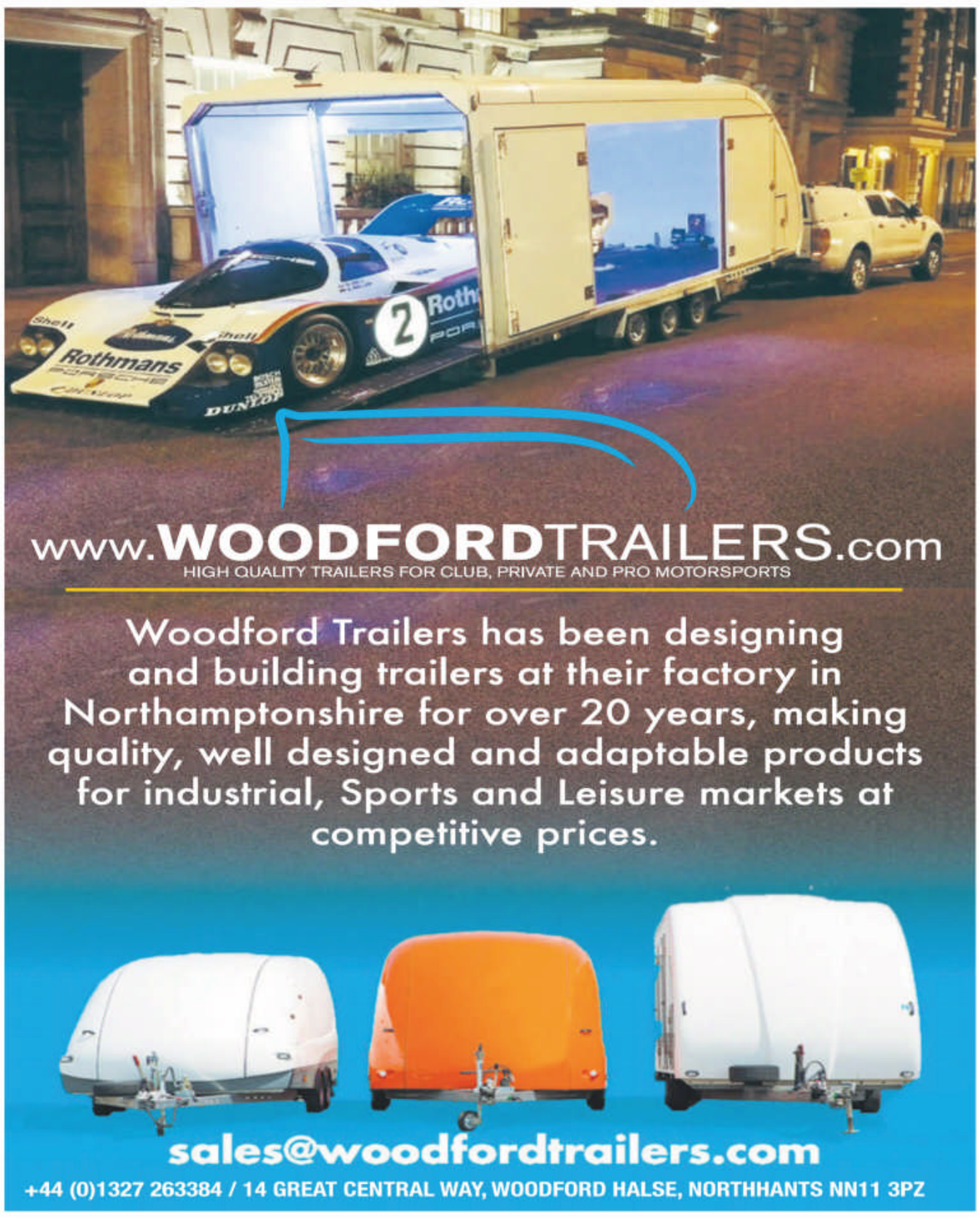

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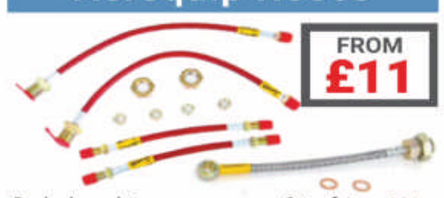

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Master cylinder green tag '89on servo		£84
Calipers (RH/LH)		
Cooper S - O.E specification	Each	£70
'84 on (12" wheels)	Each	£83
Handbrake Quadrants		
Standard type	Each	£16
Alloy, red, blue, black, gold, orange	Pair	£29

Pads & Shoes

Mintex road 7.5" COOPER S	£20
EBC Green stuff pads 7.5" COOPER S	£37
Mintex M1144 pads 7.5" COOPER S	£47
Mintex road 8.4" discs	£10
EBC Green stuff 8.4" discs	£30
Mintex M1144 8.4" discs	£40
Mintex road 4 Pot calipers	£14
EBC Green pads 4 pot calipers	£43
Mintex M1144 4 pot calipers	£61
Mintex rear shoes	£13
Mintex front shoes	£14

CV Joints & Driveshafts

FROM £34

C.V. Joints & Boot Kits

Outer CV joint - drum type	£34
Outer CV joint - disc type	£37
Outer CV boot kit	£4
Inner pot joint	£35
Pot joint boot kit	£5

Competition Drive Shafts

'R Division' pot joint type	Pair	£255
'R Division' Hardy spicer type	Pair	£255
Steel pot joint type	Pair	£156
Hardy spicer type	Pair	£175

Drive Flanges

FROM £20

7.5" 'S'/GT (suit 10" wheels)	Each	£20
7.5" 'S'/GT - EN24 hardened	Each	£28
8.4" Disc type	Each	£26
8.4" Disc type - EN24 hardened	Each	£35
Drum type (suit 10")	Each	£26
Drive flange collar, disc type	Each	£4
Drive flange nut	From	£5
7.5" 'S'/GT - alloy lightweight	Each	£76
8.4" Disc type - alloy lightweight	Each	£76

Rubber Cones

Genuine £44

Competition £50

Shock Absorber Sets

Bilstein B4 Set of 4

ONLY £80

Bilstein B6 Shockers, Set 4 £248

GAZ Adjustable

Set of 4 £182

Gmax Gas

Set of 4 £92

KYB Gas

Set of 4 £116

KYB Oil

Set of 4 £69

Spax Red Standard or Lowered

Set of 4 £298

Spax Yellow, Set of 4 £280

Mini Sport Adjusta Ride

ADJUSTA Ride

Ultimate Variable Height Suspension Kit

FULL KIT £89

Quick and Easy suspension height adjustment.

Smootha Ride

Designed with Dr. Alex Moulton (the original Mini suspension designer) to transform the ride quality of your Mini.

FULL KIT £458

Mini Sport Products - Designed, tested & manufactured in the UK, ensuring British craftsmanship in every product.

SPORTS Ride GAZ FULL KIT £357

Suspension Kits FROM ONLY £143

Fine tune your Mini suspension for maximum road holding. Kit:- Adjusta Ride, sport shockers, negative camber suspension, adjustable tie rods and poly bushes.

Sports Ride - Gmax shockers		£265
Sports Ride - Gaz shockers		£357
Sports Ride - KYB shockers	From	£230
Sports Ride - Spax shockers		£459

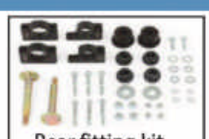
Adjusta Rides with Shock Absorbers	
With Gaz shockers	£269
With Bilstein B4 shockers	£159
With Bilstein B6 shockers	£329
With KYB gas shockers	£177
With KYB oil shockers	£143
With Spax shockers	£370
With Gmax shockers	£179

Subframes

Fully Assembled

Complete with brakes, suspension, hubs and drive shafts ready to fit

Front subframe From	£1957
Rear subframe From	£2101



Rear fitting kit with trunnions

NOW ONLY £110

Genuine or non-genuine

Front From	£479
Rear - dry type From	£240
Rear - powder coated From	£260
Rear - hydrolastic From	£229

sale: everything reduced!

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Negative Camber Kit

KIT NOW **£111**

1.5° negative camber bottom arms, Group A adjustable tie rods and rear brackets

With Bushes **£117**

Rear Brackets

Negative camber & tracking rear brackets. Allows rear wheel alignment .

ONLY **£52**

Bottom Arms

FROM **£37**

1.5° negative arms	Pair	£37
2.0° negative arms	Pair	£54
Adjustable, heavy duty	Pair	£64
Adjustable rose jointed	Pair	£78
Adjustable rose jointed, heavy duty	Pair	£114
Standard bottom arm bush	Each	£2
Uprated bush set, nylon		£15
Bottom arm shaft	Each	£13
Standard bottom arms	Each	£39

Adjustable Tie Rods

Adjustable heavy duty	Pair	£32
Group 'A' adjustable	Pair	£56
Group 'A' rose jointed	Pair	£140
Standard tie rod	Each	£14
Tie rod bush, standard		£1
Tie rod bush set, uprated		£3

Suspension Parts

Top Arm (1 side)	£56
Top arm repair kit	£13
Radius arm - reconditioned (exchange)	£130
Radius arm Spindle and bush kit	£10
Knuckle joint	£4
Front shocker bottom mount	£8
Front shocker top mount	£13
Front shocker top mount - Competition	£24
Fitting kit stainless - Top Shocker mount	£5

Polyurethane Bushes

Polyurethene bushes available in Black or Red

Bump stop kit	Pair	£7
Engine steady		£6
Engine steady, ultimate		£5
Gearbox steady kits		£6
Front subframe upper kit		£8
Front subframe mount	Front	£4
Front subframe mount	Rear	£10
Rear subframe kit (early)		£7
Rear subframe kit (late)		£9
Full car kit (early)		£25
Full car kit (late)		£28
Lower arm bush kit		£6
Tie Rod bush kit		£5
Rebound buffer	Pair	£4

Body Panels

Replacement Panels	Magn	Gen
A panel Mk3 - RH/LH	£16	£23
A post hinge panel - RH/LH	£17	£28
Bonnet Mk2 on	£159	£186
Boot floor & battery box	-	£241
Boot floor rear repair	£28	-
Battery box	£28	£59
Door skin Mk3 on - RH/LH	£42	£92
Door step, shaped - RH/LH	£15	£89
Floor panel front to rear + sill RH/LH	£126	£290
Front floor well - RH/LH	£27	-
Front panel '76 on	£65	£197
Front panel to '76	£73	£197
Clubman front panel	-	£243
Front wing - early or late	£58	£105
Clubman front wing	-	£120
Pocket closing plate	-	£15
Rear floor well - RH/LH	£36	-
Rear valance all models	£19	£58
Rear valance closing assembly	£27	£40
Rear wheel arch	£63	£96
Scuttle screen lower complete	£49	£141
Seam cover front or rear From	£12	£18
Sill Inner repair - RH/LH	£17	-
Sill outer 4.5" Mk3 on - RH/LH	£19	£43
Sill outer 9" Mk3 on - RH/LH	£26	-

NEW MK1 Panels

Heritage approved, manufactured by Mini Sport

AVAILABLE AGAIN!

Pressed side and rear panels to exact original Mk1 Mini specifications

Left side panel 1-piece with B post	£1938
Right side panel 1-piece with B post	£1938
Rear panel 1-piece pressing	£921

Pressed from 1-piece of high grade steel

Body Shells

Largest stocks of Heritage bodyshells in the world. MK1, Mk4, SPi, MPi Sportspack & Clubman.

FROM ONLY **£8954**

Mk1 £12,549

Screens

Windscreens

Front		Rear	
Clear	£37	Mk2/3 clear	£111
Clear heated	£233	Mk1 clear	£142
Tinted	£45	Mk2/3 clear	
Tinted heated	£204	Heated	£192
Top tinted	£43	Mk1 clear heated	£228
Top tinted heated	£213		

Rubber Seals and Strips

Screen seal front	From £10		
Screen seal rear	£11	MK3 Door seal	£14
Chrome locking strip	£7	Mk3 door outer chrome	£19
Quarter light seals		Mk4 boot lid seal	£9
opening type	£8	Sill trim chrome deluxe	£13
Fixed type	£9	Roof gutter trim black	£11

Bumpers

From **£39**

O.E. spec		Overiders & Bars	
Stainless	£60	Mk1 kit	£143
Chrome	From £39	Mk1 kit & bumpers	£281
Stainless	From £44	Mk2 overiders kit	
Black	£48	From	£54

Mirrors

Stainless early	Each	£19
Black early	Each	£21
Black late	Pair	£35
Bullet early chrome	Each	£30
Bullet late chrome	Each	£32
Downton style	Each	£21
Cooper chrome	Each	£32
Cooper white	Pair	£50
Classic clip on	Each	£20
Early wing mounted	Pair From	£31

Brightwork

S/S Headlamp peaks	£10
S/S Headlamp stoneguards	£11
Mk3 chrome no. plate lamp	£21
S/S seam mouldings Pair	£26
Boot hinges - chrome	£12
Plain Door handle scoops	£7
Alloy dip stick: blue, red, silver	£9
Union Jack badge	£5
Cooper boot badge '96 on	£12
GB boot badge	£5
Cooper S Mk3 bonnet badge	£23
Standard locking fuel cap	£14
Monza style fuel cap	£25
Aston style fuel cap	£18
Cooper fuel cap	£36

Wipers

Kit: - arms, blades, washer jets, bezel kit & blanking plugs **NOW ONLY £36**

Stainless Steel		Washer Jets	
Wiper arm	Each £6		
Wiper blade	Each £6	Twin	£7
Wiper plug	Each £4	Single	£7
Wiper bezel kit	£6		

Grilles

ONLY **£61**

Cooper int release	£61		
Cooper ext release	£55		
Cooper lamp holes	£103	ONLY	£103
Mk 5 wavy int	£88		
Mk 5 wavy ext	£88		
Mk3 chrome	£85		
Mk1 Austin wavy	£94	ONLY	£94
Mk1 Austin Cooper	£94		
Mk1 Morris Cooper	£86		
Mk1 mustache surr.	£100		
Mustache ends Each	£12	ONLY	£88
Mk3 surrounds Each	£12		
Mk3 top surround	£19		
Grille buttons chrome or black	£10		

Internal bonnet release kit ONLY **£31**

Load Liner

NOW ONLY **£52**

Light Systems

Quadoptic Headlamps

Quadoptic H4 Halogen Conversion

LHD Pair **£49** RHD Pair **£42**

H4 Headlamp Assemblies, includes headlamp bowl plus inner bezel, suit LHD or RHD

Pre '97 Mini	From	£47
MPi Headlamp	From	£47
Headlamp leveling motor	'97 on	£44
Halogen crystal headlamp	Angel eye	£50
Headlamp adjuster kit		£4
Headlamp rim - chrome		£10
Headlamp bowl - plastic		£12

Works Lamp Bar Kit

Kit: Stainless lamp bar, wiring loom, 2 drive & 2 fog lamps

Lamp Bar **£61** Full Kit **£157**

Spot Lights

Pair ONLY **£34**

Rally giant spot lamp kit	£43
Road runner H3 spot lamp kit	£22

Side Repeater

Clear type	£4
Amber type	£3

Indicators

Early - push fit amber plastic lamp unit	£7
Early - push fit clear plastic lamp unit	£7
Mk3/4 - clear lamp unit (screw type)	£7
Mk5 - clear lamp '97-'01	£10

Rear Lights & Lenses

Mk1 Rear lamp RH or LH	Each	£49
Mk1 Rear indicator lens RH or LH	Each	£7
Mk2/3 Rear lamp RH or LH	Each	£54
Mk2/3 Rear lens RH or LH	Each	£17
Mk2/3 Rubber seal RH or LH	Each	£7
Mk4 Rear lamp RH or LH	Each	£43

Clear Lenses
Supplied as pairs complete with orange and red bulbs, upper lenses only
NOW ONLY £13

Historic Competition Parts

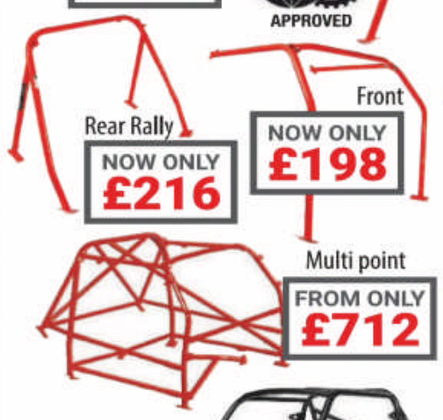
Roll Cages

RHD & LHD available

Rear Race NOW ONLY **£275**

Rear Rally NOW ONLY **£216**

Front NOW ONLY **£198**



Multi point FROM ONLY **£712**

6- Point Bolt-in NOW ONLY **£1144**

Multi point weld in cage		£712
Multi point bolt in cage		£1254
Door bars	Pair	£124
Roll cage padding, 80cm		£10
Custom Cages Six Point Bolt-In		
Mini Roll Cage - Black		£1144

Sump Guards

Steel Alloy or S/Steel

Steel	£61	Alloy - with holes	£74
Extension	£51	S/Steel - with holes	£74
RAC dural	£105	Alloy - FLETCHER	£74
Monte Carlo	£87	S/Steel - FLETCHER	£74

Harnesses

securon

3 Point From	£37
4 Point From	£49

Sabelt

3 Point From	£87	3 Eyebolt & plate kit	£11
4 Point From	£85	4 Eyebolt & plate kit	£14

Fire Extinguishers

Full range available online	
AFFF Electrical kit	£707
AFFF Mechanical kit	£321
2.4 ltr AFFF Hand held	£89

Classic 10" Tyres

Blockley Classic	£76
Dunlop Weathermaster	£178
Dunlop Aquajet	£146
Avon CR6ZZ	£196
Yokohama A032	£64
Maxsport Hakka	£120
Maxsport RB1	£117

Safety Equipment

Battery master switch	£24
Battery cut out switch	£7
Pro map light	£33
Bonnet pin kit From	£7
Safety sticker sheet	£3
11" Door numbers	£1
Door squares	£4

Works Mini Parts

Headlamp Covers	£121
Reversing lamp	£156
Grille Cover	£92
Jacking point brackets	£50
Front splash guards	£99
Rear mudflaps	£121
Rear screen de-mist	£78
Crackle black dashboard	£79
Stopwatch panel From	£36

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MOTORSPORT NEWS

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